OUR JOBBING DEPARTMENT

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

CHINA MAIL' OFFICE.

The China Mail.

THE 'HONGKONG CHINESE MAIL'
香港華字日報
(Hongkong Wa Tze Yat Po)
ISSUED DAILY.
CHUN UN MAN,
Manager and Publisher.
SUBSCRIPTION:
Ten Dollars a year, deliverable in Hongkong. Outports $11.40 per annum, including postage.

Established February 1845.

No. 10,961. 英一千八百九十八年四月十八號 HONGKONG, MONDAY, APRIL 18, 1898. 日八廿月三年戊戌 PRICE, $2.50 PER MONTH.

Business Notices.

"NB"
Norman Brown
WHISKY.
Ten Years Old





922 Sold by LANE, CRAWFORD & Co., G. GIRAULT, at THOMAS'S GRILL ROOM, and all Retail Stores.

WANTED.

IN QUEEN'S ROAD WEST, and at KOWLOON, Premises Suitable for POST OFFICES. Reply, giving Particulars as to Rent, Accommodation, and necessary, alterations to the POSTMASTER GENERAL.

Hongkong, April 12, 1898. 755

THE PUNJOM MINING COMPANY, LIMITED, (IN LIQUIDATION).

NOTICE TO HOLDERS OF 'PREFERENCE SHARES.'

THE ACCUMULATED DIVIDEND from 1st October, 1896, to 15th Nov., 1897, on the

'PREFERENCE CAPITAL'

of the above Company (IN LIQUIDATION) has This Day been Declared, and will be PAYABLE at the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after WEDNESDAY, the 13th April, 1898, and those SHAREHOLDERS whose names appeared on the 'Register' on the 15th NOVEMBER, 1897, are hereby requested to apply for DIVIDEND WARRANTS to the Undersigned at his OFFICE, No. 9, PRAYA CENTRAL, Hongkong, as no Dividend Warrants will be sent out.

JAMES B. DUNCAN,
Liquidator of the
PUNJOM MINING CO., LTD.

Hongkong, April 12, 1898. 754

POSTPONEMENT.

THE SCHOOLS SPORTS are POSTPONED until WEDNESDAY Next, April 20th. OWING to the EXCESSIVE Number of Entries (1060), it has become impossible to complete the Arrangements for holding the SPORTS on MONDAY.

WILLIAM BLAYNAY,
Hon. Secretary.

Hongkong, April 16, 1898. 799

A SOUND INVESTMENT.

Age 35. CAPITAL £5,000 sterling.
Single premium for with-profit policy for £5000 ... ...£3197.10 0

Purchase of life annuity of £113.0.0 ... ... 1802.10 0

£5000.0.0

2.27 % secured for life with certain return of the Capital at death or 20 years hence. Secure, unshrinkable, non-forfeitable.

THE EQUITABLE LIFE ASSURANCE SOCIETY OF U.S.

769

NOTICE TO AMERICAN CITIZENS.

AMERICAN CITIZENS residing in the CONSULAR DISTRICT OF CANTON, which includes SAMSHUI, WUCHOW, MACAO, SWATOW, HOIHOW and PAKHOI, are REQUESTED to REGISTER at this CONSULATE either Personally or by Certificate setting forth the Date and Place of Birth and last Residence in the United States.

The Advantages of Registration are obvious and may prove of value in time of need.

There is no fee or charge for Registration.

EDWARD BEDLOE,
U. S. Consul.

United States Consulate,
Canton, China, 1st Feb., 1898. 308

AMERICAN SYSTEM OF DENTISTRY.

AT
80, QUEEN'S ROAD CENTRAL,
CHADWICK KEW.
(LATE OF POATA & NORTH.)

Hongkong, July 13, 1897. 2552

ROBINSON PIANO COMPANY.

COLLARD
BRINSMEAD
RACHALS
OWN MAKE



ALLISON
KAPS
TRANSPOSERS
CABIN PIANOS.

HIGH QUALITY, LOW PRICE.
EASY MONTHLY PAYMENTS. 2511

ALHAMBRA FACTORY,
MANILA CIGARS.

THE DUC DE MONTEBELLO
CHAMPAGNE.
HARVEY'S ROYAL TAWNY PORT.

Hongkong Agent:— W. HUTTON POTTS,
OFFICE: DAIRY FARM BUILDING, Below Glenealy.
531

COTTAM & Co.

(JUST RECEIVED)
TOWNEND'S SUN HATS.
CALCUTTA PITH HATS.
770 STRAW HATS & TWEED CAPS.

TRADE MARK. 和源 Hong Name YUEN WO TELEPHONE No. 135.

WE can give nearly 20 per cent. better value by bottling WHISKY here, for not only is there a great saving in freight and bottling charges, but it is much improved by the sea voyage. We buy direct from the Distillers, always maintain the quality and give the best value possible. Our speciality is

'CLUB' WHISKY AT $12.00 PER DOZEN.

Try it and if you know anything about WHISKY you will be satisfied. Eighteen other brands kept in stock at prices ranging from $7.00 to $18.00.

H. PRICE & Co.,
No. 12, Queen's Road Central. 696

PEAK HOTEL.

1350 FEET ABOVE SEA LEVEL.

A FIRST-CLASS HOTEL adjoining the Tramway Terminus. FINE HEALTHY LOCATION, Commanding Magnificent View of the City and Harbour, the Mainland of China, and Islands; cool southerly breezes in Summer.

Well appointed Rooms, attentive Service and excellent Cuisine.

J. MARCESSE, Chef de Cuisine. GEO. J. CASANOVA, Manager.

'CRAIGIEBURN' will be Open on June 1st; for Rooms apply to Manager, Peak Hotel. City Office, No. 7, Duddell Street. 1754

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	CAPTAIN.	DATE.
LONDON.....	*Manila*.....	R. L. HADDOCK, R.N.R...	About 5th May.

For Freight or Passage, and further Particulars, apply to

H. A. RITCHIE, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, April 16, 1898. 629

	1 doz quarts	2 doz pints
CHAMPAGNE— G. H. Mumm & Co.	$35.50	$37.50
WHISKY—	1 doz bottle	
Dewar's 'Imperial Institute'	$10.50	
McCreadie's 'Specially Selected'	10.50	
PORT WINE—	1 doz bottle	
Guedes '3 Grape' Brand	$24.00	

AGENTS:
SHEWAN, TOMES & CO.,
Praya Central.

Hongkong, December 24, 1897. 2819

WANTED.

AT KENNEDY TOWN HOSPITAL, a EUROPEAN WARDMASTER, preferably a trained one (Temporarily). Salary—$30 a Month, with rations, uniform and quarters.

Apply to
Dr. ATKINSON,
GOVERNMENT CIVIL HOSPITAL.

Hongkong, April 16, 1898. 797

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, Ltd.,

HONGKONG HOTEL—PRAYA.

SOLE EASTERN AGENTS FOR:

TRADE MARK. BELL'S ASBESTOS.

ALUMINIUM & GENERAL FOUNDRY SYN. LTD., NEW WIRE WOVE ROOFING CO.
SNOWDON SON'S & CO., 'SNOWDRIFT,' GEIPEL'S STEAM TRAP.
BERGER & SONS' LTD., PAINTS & VARNISH, TURTON BROS. & MATTHEWS' STELL GOODS.
W. WILSON COBBETT, (SATURN AND SCANDINAVIA BELTING).

Bell's Packings and Jointings are used by the British, French, Russian, Italian, Swedish and Spanish Navies, also by Principal English, Colonial and South American Railway Companies.

KINGHORN & MACDONALD,
MANAGERS.

LANE, CRAWFORD & CO.

TAILORING DEPARTMENT.

This Department is now under the Personal Supervision of Mr. BOFFEY, who has again entered our employ.

We are just in Receipt of New Goods for the coming Season of

THE BEST QUALITY ONLY.

They include:—THIN FLANNEL TWEEDS, CASHMERES, &c., for SUITINGS; THIN BLACK and BLUE, and FANCY COATINGS for DRESS, &c.

PARAMATTAS AND DRILLS OF EVERY DESCRIPTION.

373 LANE, CRAWFORD & Co.

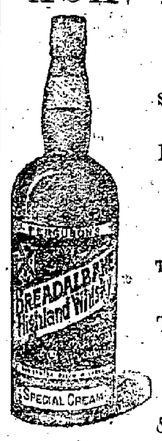
LANE, CRAWFORD & Co.,
20 YEARS SOLE AGENTS FOR THE
PIANOS
COLLARD & COLLARD.

W. POWELL & Co.

EX S. S. FORMOSA,
A SPLENDID ASSORTMENT
OF
NEW MILLINERY.
W. POWELL & Co.

Hongkong April 5, 1898 711

ASK FOR FERGUSON'S



P. & O.
SPECIAL LIQUEUR, 10 YEARS OLD
HIGHLAND WHISKY.
FERGUSON'S
SPECIAL CREAM
BREADALBANE HIGHLAND WHISKY.



These are the finest productions of Scotland; devoid absolutely of all deleterious matter.

THE CRÈME DE LA CRÈME OF WHISKIES.
PURE AND MILD.

Sole Importers,
F. BLACKHEAD & Co.
749

THE
VICTORIA DISPENSARY.

DAKIN'S ANISEED AND LICORICE COUGH BALSAM.
For the Relief of all CATARRHAL COMPLAINTS, such as COUGHS, COLDS, HOARSENESS, and SORENESS of the CHEST.
PRICE 50 CENTS AND $1.

CRUICKSHANK'S COUGH BALSAM.
FOR COUGHS, COLDS, HOARSENESS, INFLUENZA, ASTHMA, CONSUMPTION, HOOPING COUGH, BRONCHITIS, and all Diseases of the CHEST and LUNGS.
PRICE $1 per Bottle.

VICTORIA DISPENSARY,
QUEEN'S ROAD. 2342

LADIES

From the PEAK, KOWLOON, and OUTLYING DISTRICTS SHOPPING in the CITY can get

AFTERNOON TEA

AT THE

HONGKONG HOTEL

in the READING ROOM, where the MATRON is in attendance Daily. 668

AQUARIUS
(PURE TREBLE DISTILLED WATER ONLY USED).
'A PERFECT TABLE WATER.'

'An Aerated Water of the Highest quality both from a Manufacturing and Sanitary point of view.'—JOHN MUIRHEAD, Ph.D., F.R.S. (Edin.), London, (Past President of the Society of Public Analysts of Great Britain).

'Either drink no water at all or drink only distilled water.'—St. James' Gazette, London.

Telephone 75.
15, Queen's Road.

Caldbeck, Macgregor & Co.,
Agents, Aquarius Company. 762

Business Notices.

Don't be Blind
to your Own Interests
BUT FREELY USE
PROFESSOR TUSON'S
LIQUID DISINFECTANT.

A PERFECT DISINFECTING FLUID (Soluble in Water).
More Powerful than Pure Carbolic Acid.
A Sure Preventive of all kinds of Contagious Diseases.

Is a most Powerful Insecticide, Germicide, and Disinfectant.

722 SOLE AGENTS: WATKINS & Co.

GREEN ISLAND CEMENT CO.,
LIMITED.

FIRE-CLAY WORKS, DEEP WATER BAY, HONGKONG.
CEMENT FACTORY, GREEN ISLAND, MACAO.

PORTLAND CEMENT,

GLAZED STONEWARE DRAIN PIPES AND FITTINGS, GLAZED PAVING, BRICKS AND TILES, FIRE BRICKS AND FIRE CLAY, &c., &c.

For Prices and further particulars, apply to

2202 SHEWAN, TOMES & Co., General Managers.

CRICKET CLUB LAWN TOURNAMENT.

NOTICE.

THE Time for concluding TIES has been Extended as follows:—
2ND TIES to be concluded on or before THURSDAY, 21st Instant.
3RD TIES to be concluded on or before WEDNESDAY, 27th Instant.
4TH TIES and FINALS to be concluded on or before TUESDAY, 3rd May.
N.B.—All Finals to be the best out of five sets.

By Order,
LAWN TENNIS, Sub.-Com.
Hongkong, April 15, 1898. 784

HONGKONG CLUB.

NOTICE.

APPLICATIONS for the post of STEWARD in the above CLUB will be received by the Undersigned.

C. H. GRACE,
Secretary.
Hongkong, March 31, 1898. 669

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

NOTICE is hereby given that a CALL of $1 per SHARE has been made in respect of the SHARES in the above-named Company not fully paid up, and that such call is PAYABLE on the 2nd May next, to the Company's Bankers, THE HONGKONG AND SHANGHAI BANKING CORPORATION, Hongkong.

LÜTGENS, EINSTMANN & CO.,
General Agents.
Hongkong, March 31, 1898. 670

WANTED.

AN ASSISTANT ELECTRICAL ENGINEER. Apply by Letter, giving References and Copies of Testimonials, to the MANAGER.

HONGKONG ELECTRIC CO., LTD.
Hongkong, March 16, 1898 559

CEMENTIGHT

HEAD OFFICE AND MANUFACTORY TIN LOK LANE, WANCHAI.
BOWRINGTON.
Special Paint
WITHOUT COMPETITION

ORDINARY CEMENTIGHT—For Buildings, of Stone, Brick, and Plaster of Lime, Cement &c., &c. CEMENTIGHT OIL PAINT, No. 1—Advantageously used for all Metallic Works, Steamers, &c., &c. CEMENTIGHT OIL PAINT, No. 2—Made with unchangeable Colours, for all applications. CEMENTIGHT OIL.—For protecting Wood from White-Ants, dampness, &c., &c.

Agents for China and Japan,
2197 BARRETTO & Co.

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS,
NAUTICAL BOOKS.
English Silver & Electro-Plated Ware.
Christofle & Co.'s Electro-Plated Ware.
GOLD & SILVER JEWELLERY
in great variety.
DIAMONDS
— AND —
DIAMOND JEWELLERY,
Splendid Collection of the Latest London & Paterns at very moderate prices. 724

SIEN TING,
Surgeon Dentist,
No. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 6, 1898. 6 8

HONGKONG ODD VOLUMES SOCIETY.

EVENING MEETING.

THERE will be an EVENING MEETING of the SOCIETY, in the CHAMBER OF COMMERCE ROOM at the CITY HALL, on WEDNESDAY, the 20th of April, at 9.20 P.M., at which experiments in Electric Discharge and exhibitions of the Graphophone and Phonograph, and Microscope will be held.

Ladies are invited and Members may ask their Friends.

HENRY E. POLLOCK,
Hon. Secretary.
18, BANK BUILDINGS,
15th April, 1898. 786

DEVONIAN SOCIETY, HONGKONG.

THE ANNUAL DINNER of the above SOCIETY will be held at the HONGKONG CLUB on SATURDAY, 23rd April.

Devonians desirous of joining the Society to apply to the Undersigned.

R. K. LEIGH,
Hon. Secretary.
Hongkong, April 14, 1898 786

Kinghorn & Macdonald,
Consulting Mechanical Engineers and Surveyors,
CONTRACTORS FOR THE SUPPLY OF ALL KINDS OF MACHINERY AND APPLIANCES.

SPECIFICATIONS, DESIGNS and DRAWINGS prepared for all Classes of STEAMSHIPS, MACHINERY and BOILERS.
New Work and Repairs superviscd, Surveys undertaken and Reports prepared.

Telegrams, "KINGHORN," Hongkong.
Telephone, No. 148.
Postal Address No. 11, Praya Central, under the Hongkong Hotel.

JOHN W. KINGHORN,
M.I.M.E., M.I.Mech.E., London.
DONALD MACDONALD.
Hongkong, April 5, 1898. 2233

FUJIYAMA & Co.

DEALERS in all Kinds of JAPANESE CURIOS.
AT MODERATE PRICES.
No. 9, D'Aguilar Street.
Head Office, No. 42, Sakaemachi, 1 Chome, Kobe.
Hongkong, February 11, 1898. 306

Mitsui Bussan Kaisha,
No. 6, Ice House Street, Praya Central.

HEAD OFFICE:—TOKIO.
BRANCH OFFICE:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
AGENCIES:—
MIIKE COAL MINES.
ONNOURA COAL MINES.
KANADA COAL MINES.
TOKIO MARINE INSURANCE CO., LTD.
MEIJI FIRE INSURANCE CO., LTD.
IMPERIAL GOVT. PAPER MILL, Japan.
COTTON CLEANING & WKG. CO., S'hai.
OKURA CURRENT COMPANY, Japan.
KANEGAFUCHI COTTON SPINNING MILL, "
MIIKE COTTON SPING MILL, LTD., "
TOKIO COTTON SPINNING MILL, "
HAYASHI CLOCK FACTORY, "
Hongkong, August 3, 1897. 1373

NOW READY.

'THE BACK DOOR.'

THE Series of Articles entitled 'THE BACK DOOR,' which appeared in the *China Mail*, have been reprinted, and may be obtained in Pamphlet Form.

PRICE ... ... $1.

Auctions.

BY ORDER OF THE COURT.

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions from BRUCE SHEPHERD, Esquire, the Official Receiver of the estate of LEO CHEONG, in BANKRUPTCY, acting under an Order of the SUPREME COURT of Hongkong

to Sell by

PUBLIC AUCTION

ON

TUESDAY,

the 3RD MAY, at 3 o'clock P.M.,

at their OFFICE, PRAYA CENTRAL, the following VALUABLE RECLAMATION PROPERTY, viz:—

All the Benefit, Interest and Advantage of and in the RECLAMATION AGREEMENT for

MARINE LOT No. 199.

The Sale is made with the concurrence of all Parties Interested.

The RECLAMATION has been Completed and is ready for Building purposes, and possession has been given by the GOVERNMENT

The RECLAMATION has a Frontage to the NEW PRAYA of 165 feet, 8 inches, with a depth of 160 feet, and contains an Area of 26,507 Square feet.

Only one half of the last Instalment of the Moneys Due under the Reclamation Agreement, (amounting to $7161.00), remains to be Paid if called up, and the Sale will be Subject to this and to the Payment of the ANNUAL CROWN RENT of $488.

The PROPERTY will be first offered in *One Lot*, and if *not* Sold as One Lot will be put up in *Two*.

For further Particulars and Conditions of Sale, apply to

Messrs. HUGHES & HOUGH,
the Auctioneers;
or to
Messrs. DEACON & HASTINGS,
35, Queen's Road,
Vendor's Solicitors.

795

KELLY & WALSH, LTD.

NOVELS PUBLISHED IN COLONIAL LIBRARY SERIES.

PRICE $1.50 EACH.

Carmichael's The Caretakers of Castle Craig.
Jenkins' A Week of Passion.
Brailsford's The Broom of the War God.
Becke's The Ebb-tide of Time—South Sea Stories.
Montague's The Vigil.
Du Maurier's The Martian.
Boldrewood's Plain Living.
Cooper's The Enemies.
Egerton's Symphonies.
Vynnich's The Gaddy.
Watson's Racing and Chasing.
Whishaw's A Tsar's Gratitude.
Wood's Weeping Ferry.
Morrison's Martin Hewitt.
Morrison's Dorrington Deed Box.
Quiller Couch's Golden Pomp.
Tracy's Final War.
Mason's Lawrence Clavering.
Du Maurier's Peter Ibbetson.
Groome's Kriegspiel.
Malet's Carissima.
Schreiner's Trooper Peter Halket.
Walford's Matrimonial Problem.

KELLY & WALSH, LIMITED.

Hongkong, April 16, 1898. 809

To-day's Advertisements.

NOTICE.

NO RECEIPT, for MONEY DUE to THIS OFFICE is Authoritative unless Signed by GEO. MURRAY BAIN or THOS. H. REID.

BAIN & REID.

'CHINA MAIL' Office,
Hongkong, April 18, 1898.

'GLEN' LINE OF STEAM PACKETS,

FROM MIDDLESBOROUGH, LONDON, & STRAITS.

THE Steamship *Glenartney* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 p.m., TO-DAY.

Cargo remaining undelivered after the 25th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 2nd Proximo, otherwise they will not be recognised.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, April 18 1898. 803



STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *VERONA*, Captain C. H. S. TOCQUE, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 30th April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, April 18, 1898. 804

To-day's Advertisements.

BEKANNTMACHUNG.

HANDELSREGISTER CANTON.

DIE von der Firma A. NEUBOURG & Co. dem Kaufmann JAMES HENRY MYERS ertheilte Procura ist mit dem 1 April, 1893, erloschen.

Canton, den 11 April, 1893.

DEUTSCHER KAISERLICHER KONSUL,
gez. D. W. KNAPPE.

802

GOVERNMENT NOTIFICATION.

No. 163.

THE following Particulars and Conditions of SALE of CROWN LAND by PUBLIC AUCTION, to be held on the Spot, on MONDAY, the 25th day of April, 1898, at 3 p.m., are published for general information.

By Command,

T. SERCOMBE SMITH,
Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,
Hongkong, 9th April, 1898. 804

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 25th day of April, 1898, at 3 p.m., by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land in the Colony of Hongkong, for a term of 999 Years.

Particulars of the Lot.

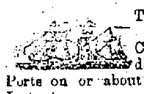
No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Square Feet. Contents in	Annual Rent.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Inland Lot No. 1483	Morrison Hill Road.	55	65	80	80	4,920	64	1280

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

The Co.'s Steamship
Laos,
Captain FLANDIN, will be despatched for the above Ports on or about SUNDAY, the 24th Instant.



For Freight or Passage, apply to

G. DE CHAMPEAUX
Agent.

Hongkong, April 18, 1898. 801

VICTORIA CHAPTER, No. 525, E.C.

A REGULAR CONVOCATION of the above CHAPTER will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 25th April, at 8 for 8.30 p.m. precisely. VISITING COMPANIONS are cordially INVITED to attend.

Hongkong, April 18, 1898. 806

院書文同門厦

ANGLO CHINESE INSTITUTE, AMOY.

A BRITISH or AMERICAN MALE TEACHER of ENGLISH required to instruct the CHINESE BOYS; Salary $150 per mensem. Apply, with testimonials and for further particulars, to A. B. JOHNSON, Chairman, Board of Directors, ANGLO-CHINESE INSTITUTE, AMOY. 807

VOLUNTEER HEADQUARTERS.

PROMENADE CONCERT.

OPEN AIR THEATRICALS

AND

ANNUAL DISTRIBUTION OF PRIZES

(BY LADY CARRINGTON),

ON

SATURDAY April 23rd,

at 9 P.M.

ADMISSION—$1.00.

Proceeds in Aid of Band Fund.

Tickets may be had at LANE, CRAWFORD & Co.'s Musical Dept.

In case of unfavourable weather the entertainment will take place in the CITY HALL.

Hongkong, April 18, 1898 808

SHIPPING.

ARRIVALS.

April 16.

Kweiyang, British steamer, 1,064, A. W. Outerbridge, Hongay April 14, Coal.—BUTTERFIELD & SWIRE.

Chenshan, British steamer, 1,230, F. J. Ferguson, Bangkok April 9, Rice.—BRADLEY & Co.

April 17.

Hongkong, French steamer, 739, Bastian, Hoihow April 16, Rice and General.—A. R. MARTY.

Hong Leong, British steamer, 1,171, A. Fripp, Penang and Singapore April 9, Rice.—JOO TICK SING.

Mongkut, British steamer, 895, E. E. McLellan, Saigon April 12, Rice.—BUTTERFIELD & SWIRE.

Formosa, British steamer, 674, Douglas, Swatow April 16, General. — DOUGLAS STEAMSHIP Co.

Hansa, German str., 1,202, W. Mariz, Saigon April 11, Rice.—CARLOWITZ & Co.

Astrid, Norwegian steamer, 976, Fred. Ellegers, Kutchinotsu April 12, Coal.—M. A. A. DE SOUZA & Co.

Ariel, Norwegian str., 994, Joh. Rafen, Chefoo April 11, General.—O. E. & M. Co.

Miike Maru, Japanese str., 2,052, S. Kawamuro, Yokohama via ports April 5, General.—NIPPON YUSEN KAISHA.

Woosang, British steamer, 1,127, Roope, Saigon April 13, at 5 p.m., General.—JARDINE, MATHESON & Co.

McCulloch, American gunboat, 872, D. B. Bo'gson, Singapore April 12.

Chowsang, British str., from Canton.

Hangchow, British str., from Canton, April 18.

Hiyan, British str., from Canton.

Kwongsang, Chinese str., from Canton.

Vessels Advertised as Loading.

Destination.	Vessels.	Agents.	Date of Leaving.
Amoy	Jason (s)	Butterfield & Swire	April 19, at noon.
Amoy and Tamsui	Formosa (s)	Douglas Lapraik & Co	April 19, daylight.
Australian Ports	Yamashiro Maru (s)	Nippon Yusen Kaisha	April 20, at 4 p.m.
Australian Ports	Guthrie (s)	Grob, Livingston & Co.	April 26, daylight.
Bremen & Ports on Cd	Prinz Heinrich (s)	Norddeutscher Lloyd	April 27, at 9 a.m.
London & Ports of Cd	Verona (s)	P. & O. S. N. Co.	April 30, at noon.
London, v. Suez Cnl	Pekoe (s)	Butterfield & Swire	April 20.
London	Manila (s)	P. & O. S. N. Co.	About May 5.
London	Formosa (s)	P. & O. S. N. Co.	About May 12.
Marseilles v. Saigon	Ernest Simons (s)	Messageries Maritime	April 23, at noon.
Marseilles, London, &c.	Tamba Maru (s)	Nippon Yusen Kaisha	pr 128, at 4 p.m.
Nagasaki, Kobe & Y'ma	Rosetta (s)	P. & O. S. N. Co.	May 1, daylight.
Nagasaki, Kobe & Y'ma	Omi Maru (s)	Nippon Yusen Kaisha	April 26, at 4 p.m.
NewYork, v. Suez Cnl	Claverhill (s)	Shewan, Tomes & Co	About May 5.
NewYork, v. Suez Cnl	Lennox (s)	Dodwell, Carlill & Co	About April 26.
New York	St. David	Siemssen & Co.	Quick despatch.
Portland, Oregon	Argyll (s)	Dodwell, Carlill & Co	April 26, at noon
Samarang & Sourabaya	Quang (s)	Jardine, Matheson & Co.	April 20, at noon.
S. Francisco, v. Japn	Doric (s)	O. & O. S. S. Co.	April 19, at noon.
S. Francisco v. Japn	Jhina (s)	Pacific Mail S. S. Co.	April 30, at noon.
San Francisco	Limbourne	Shewan, Tomes & Co.	Quick despatch.
Shanghai	Ganges (s)	P. & O. S. N. Co.	About April 30.
S'hai, N'ki, K'tsu & Y'ma	Lucs (s)	Messageries Maritime	About April 24.
S'hai, N'ki, K'tsu & Y'ma	Malacca (s)	P. & O. S. N. Co.	About April 28.
S'hai, N'ki, K'tsu & Y'm	Afrik (s)	Dodwell, Carlill & Co.	April 19, at 5 p.m.
S'pore, Col'bo & B'bay	Miike Maru (s)	Nippon Yusen Kaisha	April 19, at noon.
S'pore, P'nang & B'bay	Letumbro (s)	Carlowitz & Co.	April 20, at noon.
S'tow, Amoy & F'chow	Hatan (s)	Douglas Lapraik & Co.	April 19, 10 a.m.
Tacoma (Wash.), &c.	Tacoma (s)	Dodwell, Carlill & Co	April 19, at noon.
Vancouver (B.C.), &c.	Empress of India (s)	Canadian Pac. R. Co.	April 27, at noon.
Yokohama	Simaki Maru (s)	Nippon Yusen Kaisha	April 20, at 4 p.m.
Y'ma, Kobe & N'saki, Hpn	Ipoh (s)	Butterfield & Swire	April 19.

Hiyai Maru, Japanese str., 1,299, K. Ihara, Moji April 12, Matches and Merchandise.—ORDER.

Sishan, British str., 845, J. Jenkins, Saigon April 13, Rice.—BRADLEY & Co.

Teresa, British steamer, 753, Mellor, Singapore April 9, General.—JOO TICK SING.

Chihli, British steamer, 1,150, F. Newcomb, Chefoo April 12, Beans and General.—BUTTERFIELD & SWIRE.

Decima, German steamer, 965, P. Lassen, Saigon April 13, Rice.—SIEMSSEN & Co.

Glenartney, British steamer, 1,940, W. Fraken, London and Singapore April 11, General.—JARDINE, MATHESON & Co.

Evandale, British str., 1,020, Binfore, Rangoon April 6, Rice.—ORDER.

DEPARTURES.

April 17.

Kong Beng, for Yokohama.
Germania, for Kobe.
Nanyang, for Swatow.
Anteo, for Bangkok.
Frames, for Bangkok.
Procus, for Shanghai.
Chow Tai, for Bangkok.
Coromandel, for Shanghai.
Rohilla, for Yokohama.
Trieste, for Yokohama.

April 18.

Cheang Hock Kian, for Amoy.
Canton, for Shanghai.
Evandale, for Yokohama.

CLEARED.

Kiangnan, for Swatow.
Zuccna, for Yokohama.
Oslo, for Bangkok.
Hunan, for Takao.
Phranang, for Bangkok.
Formosa for Amoy.
Chowsang, for Swatow.
Haitan, for Swatow.
Zafiro for Guam.
Kweiyang, for Hongay.
Nanshan, for Guam.
Ulysses, for Shanghai.
Jason, for Amoy.

PASSENGERS.

ARRIVED.

Per *Hon-kong*, from Hoihow, 19 Chinese and 1 Japanese.

Per *Hong Leong*, from Penang, &c., 143 Chinese.

Per *Formosa*, from Swatow, 37 Chinese.

Per *Ariel*, from Chefoo, 12 Chinese.

Per *Miike Maru*, from Yokohama, Mr David Rees, and 2 Chinese.

Per *Sishan*, from Saigon, 50 Chinese.

Per *Glenartney*, from Singapore, 220 Chinese.

DEPARTED.

Per *Rohilla*, from Hongkong for Nagasaki, Mr and Mrs Budgett; for Kobe, Mr and Mrs C. Hertz, Messrs A. E. Tates, F. Beaumont, H. Lyons, and J. Knowles; for Yokohama, Mr F. Dore. For Yokohama from London, Mr E. W. Hedley; from Marseilles, Mr and Mrs Roberton, and Mr A. G. Campbell; from Ismailia, Mr R. E. Bowker; for Bombay: Major Cumberland.

Per *Coromandel*, from Hongkong; for Shanghai, Messrs Tong Ku Hiar, H. H. Groundwater, G. C. Hirschfeld, D. Dorabji, Major Close, R.A., Revs. R. Cortesar and M. Rodrides, Messrs J. E. Swinton and J. King; for Kobe, Mr W. B. Molony. For Shanghai: from London, Messrs W. P. Thomas, R. T. Tebbitt, J. T. Pratt, L. G. C. Graham, G. W. W. Pearson, H. Phillips, L. J. Cubitt, and W. J. M. Russell; from Brindisi, Messrs R. Berg, K. Hemeling, and R. Lilly; from Ismailia, Rev. W. H. Pott; from Bombay, Miss Johnson, and Mrs Lamont; from Singapore, Mr H. Schwarzenburg.

SHIPPING REPORTS.

The French steamer *Hongkong* reports: Some time light Easterly wind, calm and fine weather, no sea.

The British steamer *Hong Leong* reports: Fresh breeze and squally throughout.

The British steamer *Mongkut* reports: Experienced strong N.E. monsoon on leaving port, which continued for two days, with nasty head sea; latter part of the passage, fine weather and smooth sea until arrival.

The British steamer *Formosa* reports: Calm, smooth sea and fine weather.

The Japanese steamer *Miike Maru* reports: Generally fine, with light air to gentle breeze, rather foggy along the China Coast.

The British steamer *Sishan* reports: Light N.E. winds and fine weather.

The British steamer *Teresa* reports: April 9th, at 4 a.m., leaving Singapore, had light N. and W. winds to Pulo Domar; then light N.E. winds, which increased steadily to strong wind and high sea to Cape Padaran; then light wind and moderate swell from N.E. to Paracels; the run home from Paracels, light N.E. wind, slight N.E. swell and fine clear weather. Passed German str. *Ceres*, entering Singapore Straits; April 10th, passed a Blue Funnel str., bound South; was in Company with a red funnel str. off Cape Padarah, but lost her during the night.

The British steamer *Chihli* reports: Light winds and smooth sea throughout; dense fog from Rhio Lama to Ohapni Island. Sixteen British war vessels in Chefoo.

The British steamer *Glenartney* reports: Moderate monsoon (N.E.) to Bombay Shoal; from thence to port, fine weather, light N.by W. winds, smooth sea.

POST OFFICE NOTICES.

MAILS will close:—

For SWATOW, AMOY & FOOCHOW.—Per *Haitan*, at 9.30 a.m., on Tuesday, the 19th April.

For HOIHOW & HAIPHONG.—Per *Hanoi*, at 9.30 a.m., on Tuesday, the 19th April.

For YOKOHAMA.—Per *Hupeh*, at 9.30 a.m., on Tuesday, the 19th April.

Per *Kowara Maru*, at 2.30 p.m., on Tuesday, the 19th April.

For BANGKOK.—Per *Phranang*, at 9.30 a.m., on Tuesday, the 19th April.

Per *Tamerlane*, at 4.30 p.m., on Tuesday, the 19th April.

For SWATOW & SHANGHAI.—Per *Chowsang*, at 10.30 a.m., on Tuesday, the 19th April.

For SINGAPORE, COLOMBO & BOMBAY.—Per *Miike Maru*, at 11.30 a.m., on Tuesday, the 19th April.

For AMOY.—Per *Jason*, at 11.30 a.m., on Tuesday, the 19th April.

For MOJI, KOBE, YOKOHAMA, VICTORIA & TACOMA.—Per *Tacoma*, at 11.30 a.m., on Tuesday, the 19th April.

For SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.—Per *Afridi*, at 4.30 p.m., on Tuesday, the 19th April.

For SAMARANG & SOURABAYA.—Per *Quang*, at 11.30 a.m., on Wednesday, the 20th April.

For SINGAPORE, PENANG & BOMBAY.—Per *Lucinbro*, at noon, on Wednesday, the 20th April.

For MOJI, KOBE, YOKOHAMA & PORTLAND, OR.—Per *Argyll*, at 11.30 a.m., on Tuesday, the 26th April.

MAILS BY THE UNITED STATES PACKET.—The United States Mail Packet *Doric* will be despatched on TUESDAY, the 19th April, with Mails for Amoy, Shanghai, Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

10 A.M. Registry ceases.
11 A.M. Post Office closes.

MAILS BY THE GERMAN PACKET.—The German Contract Packet *Prinz Heinrich* will be despatched on WEDNESDAY, the 27th April, with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi*; to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, &c., &c.

Registry ceases at 7.30 a.m.

The mail closes at 8 a.m. Late Letters 8.10 to 8.30 a.m., with 10 cents extra postage.

MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'S PACKET.—The Canadian Pacific Mail Packet *Empress of India* will be despatched on WEDNESDAY, the 27th April, with Mails, for Shanghai, Japan, United States, Canada, &c., which will be closed as follows:—

10.00 A.M. Registry ceases.
11.00 A.M. Post-Office closes, but Correspondence may be posted on board the Packet, *with the Late Fee of 10 cents extra Postage*, until the time of departure.

REGISTRATION.—Correspondence can be registered for all Private Ship mails up to five minutes before the time for closing; for the Shanghai or Japan contract mails up to a quarter of an hour before; for mails for Europe, America, and Canada, &c., up to an hour before; for Indian, Northern Pacific, and Torres Straits mails up to half an hour before.

MONEY LETTERS.—The Post Office decline all responsibility for unregistered Letters containing bank notes, coin, or jewellery, and, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters (Post Guide, Par. 60)

Hongkong Register.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer ...	29.85	29.94	29.85
Temperature	78	77	77
Humidity ...	78	85	83
Direction of Wind ...	E	E	ENE
Force	2	1	3
Weather	c	c	c
Rain	—	—	—

Highest open air temperature on the 17th.....81
Lowest open air temperature on the 17th.....69

F. G. FRAS, *First Assistant.*

Hongkong Observatory, April 18, 1898.

Temperature.

(*Taken at Messrs Falconer & Co.'s Premises, Queen's Road.*)

HONGKONG, April 18, 1898.

BAROMETER—	9 A.M.	29.90
Do.	1 P.M.	29.86
Do.	4 P.M.	29.83
THERMOMETER—	9 A.M.	75
Do.	1 P.M.	78
Do.	4 P.M.	78
Do. (Wet bulb)	9 A.M.	73
Do. Do.	1 P.M.	76
Do. Do.	4 P.M.	76
Do. Maximum		78
Do. Minimum overnight		73

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Formosa* leaves for Amoy.
10 a.m.—*Haitan* leaves for Coast Ports.
Noon.—*Jason* leaves for Amoy.
Noon.—*Tacoma* leaves for Tacoma, via Japan, &c.
Noon.—Occidental & Oriental Steamship Co.'s Steamer *Doric* leaves for Shanghai, Japan and San Francisco.
Noon.—*Miike Maru* leaves for Bombay.
5 p.m.—*Afridi* leaves for Shanghai.

General Memoranda.

WEDNESDAY, April 20:—
9.20 p.m.—Meeting of Hongkong Odd Volumes Society at City Hall.

THURSDAY, April 21:—
Goods per *Tricste*, undelivered after this date subject to rent.

FRIDAY, April 22:—
Goods per *Canton* not cleared after 4 p.m. subject to rent.
Goods per *Coromandel* not cleared after 4 p.m. subject to rent.
Goods per *Afridi* undelivered after this date subject to rent.
Goods per *Gisela* undelivered after this date subject to rent.

SATURDAY, April 23:—
9 p.m.—Promenade Concert in the City Hall.
Dinner of Devonian Society in the Hongkong Club.

MONDAY, April 25:—
3 p.m.—Auction of Crown Land at Morrison Hill Road
8.30 p.m.—Convocation of Victoria Chapter.
Goods per *Glenartney* undelivered after this date subject to rent.

Quotations.

HONGKONG, April 18, 1898.

OPIUM—New Patna, cash,	...	698
" Old " cash,	...	720
" New Benares, cash,	696	
" Old " cash,	...	692½
" New Malwa, credit,	...	810/825
" Allowance Taels,	...	8/12
" Last Year,	...	—
" Allowance, Taels,	...	—
" Old Malwa credit,	...	850/900
" Allowance, Taels,	...	0/d
" Persian, Oily, cash,	...	—
" Allowance, Taels,	...	—
" Persian, Paper tied		660
" Allowance, Taels,	...	0

Exchange.

HONGKONG, April 18, 1898.

On London—	
Bank, Wire, ...	...1/1⅛
" On demand, ...	...1/10⅜
" 30 days' sight, ...	...1/10½
" 4 months' sight, ...	...1/10⅞
Credits, 4 "	...1 10⅝
Documentary, 4 months' sight,	...1/10½
On Paris—	
On demand, ...	...2.34½
Credits, 4 months' sight, ...	...2.38½
On Berlin—Demand, ...	...1.89
On New York—	
On demand, ...	...44⅞
Credits, 60 days' sight, ...	...46⅝
On Bombay—	
Wire, ...	...138
On demand, ...	...139
On Calcutta—	
Wire, ...	...138
On demand, ...	...139
On Singapore—	
On demand, ...	1⅛% pm.
On Manila—	
On demand, ...	2½% pm.
On Shanghai—	
On demand, ...	...74
30 days' sight, (private paper)	...74⅛
On Yokohama—	
On demand, ...	8% pm.
Gold Leaf, 100 fine, (per tael)...	...$55.75
Sovereigns (Bank's buying rate)	...$10 66
Silver (par is.)	...95/16 d.



A. S. WATSON & Co.,

LIMITED,

SOLE AGENTS IN HONGKONG, CHINA AND MANILA FOR

'NESTOR'

SANITARY FLUID.

DISINFECTANT, GERMICIDE,

ANTISEPTIC AND DEODORISER,

NON-POISONOUS,

NON CORROSIVE,

DOES NOT STAIN.

OPINION OF A LEADING EXPERT.

'NESTOR' FLUID is a powerful Disinfectant and Germicide, and is a Deodoriser of the highest order.

A. B. GRIFFITHS, Ph.D., F.R.S.E., Member of the Chemical Societies of Paris and St. Petersburg; Bacteriological and Agricultural Expert.

5 gallon drum...	$10.00
2 " "	4.25
1 " "	2.25
Pint tins	0.50

'APENTA.'

The best natural Aperient Water bottled at Buda Pest under the direct supervision of the Royal Hungarian Chemical Institute.

A. S. WATSON & Co., LIMITED.
THE HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.

Hongkong, January 8, 1898. 15

BIRTH.

On the 17th April, at Stewart Terrace, The Peak, Hongkong, the Wife of H. PINCKNEY, of a Son.

☞ *The publication of this issue commenced at 5.50 p.m.*

The China Mail.

HONGKONG, MONDAY, APRIL 18, 1898.

LOCAL AND GENERAL.

STEAMERS PASSED SUEZ CANAL (SUPPLIED THROUGH REUTER.)

OUTWARD BOUND:—*St. Andrews*, March 1; *Glengyle, Croydon, Eiffel Tower, Isis, Wennington Hall*, 15; *Bullmouth, Adria*, 18; *Nedjed Nyanza, St. Ninian, Teviotdale*, 22; *Chingwo, Pyrrhus, Tantalus, Laos, Trenham*, 25; *Bendarees, Glenogle, Flintshire, Moreen, Siam*, 29; *Malacca, Niobe, Hyson, Otterspool*, April 1; *Marquis Bacquehem, Myrmidon, Glenesk, Kriemhild, Prussen, Armenia, Indrani, Kilburn, Undaunted*, 12; *Java, Nestor, Yarra, Egremont Castle, Fulbodon Hall*, 15.

HOMEWARD BOUND:—*Yarra, Port Adelaide*, March 8; *Hector, Santa*, 11; *Darmstadt*, 15; *Irene*, 25; *Pingsuey, Diomed, Sydney*, 29; *Amphitrite*, April 1; *Natal*, 5; *Hertha, Lyderhorn*, 12; *Erato, Crefeld, Polyphemus*, 15.

Mails.

The O. & O. s. s. *China*, with the AMERICAN MAIL of 23rd March, left Yokohama on Tuesday morning, the 12th April, and may be expected here on or about Wednesday, the 20th April.

The C. P. R. Co.'s s. s. *Empress of India*, with the CANADIAN MAIL left Shanghai on Sunday, the 17th April, at 8 p.m., and may be expected here on or about Wednesday, 20th April.

The M. M. Co.'s s. s. *Laos*, with the FRENCH MAIL of March 25th, left Singapore on Sunday, the 17th April, at 6 p.m., and may be expected here on or about the 24th April. This Packet brings replies to letters despatched from Hongkong on 19th Feb.

The O. & O. Co.'s s. s. *Belgic*, with mails &c., left San Francisco for this port *via* Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 2nd April.

Steamers Expected.

The s. s. *Merionethshire*, from Middlesbro' and London, left Singapore on the night of 13th April, and is due here on or about the 19th April.

The s. s. *Lightning*, from Calcutta, left Singapore for this port on the afternoon of 13th April.

The C. N. Co.'s steamer *Chingtu*, from Australian Ports, left Port Darwin on the 11th April, and may be expected here on or about the 20th inst.

The D. D. R. str. *Bellona*, from Hamburg, left Singapore for this port on the 14th April, and may be expected here on or about the 20th April.

The P. & O. Co.'s s. s. *Brindisi* left Singapore for this port on the 12th April, at 10 a.m.

The N. Y. K. s. s. *Omi Maru* left Thursday Island for this port on the 11th April, and is expected to arrive here on the 22nd April.

The N. Y. K. s. s. *Nanaki Maru* left Singapore for this port on the 14th April, and is expected to arrive here on the 20th April.

The N. P. Co.'s s. s. *Argyll* from Portland, sailed from Yokohama on 15th April, for Kobe and Hongkong.

The E. A. Co.'s s. s. *Siam*, from Copenhagen, Hamburg and Antwerp, passed the Canal on the 29th March, and may be considered due at Singapore on or about the 18th April.

The C. M. N. Co.'s str. *Hyson*, from Swansea, Glasgow and Liverpool, passed the Canal on the 1st April, and may be considered due at Singapore on or about the 19th April.

The N. P. Co.'s s. s. *Victoria* sailed from Tacoma, for Japan and Hongkong, on the 2nd April.

THE U.S. war vessel *Petrel* has gone into dock at Kowloon.

SOME of the leading Japanese native journals are discussing the lease of Wei-hai-wei to Great Britain. They are inclined to regret the transfer of the port from Japanese hands, but as the indemnity has to be paid in two or three weeks, Japan has left herself no very valid reason for objecting to the transfer. It is, of course, rather hard on Japan that she should lose all the territorial fruits of her victory over China, for beyond the capture of some warships and stores, and a not very substantial indemnity, she does not derive much profit from the war. In spite of what the Japanese press may say, there is probably an understanding between Japan and Great Britain on the subject of Wei-hai-wei.

ON Saturday, the Field Battery of the Hongkong Volunteer Corps held a seven-pounder competition at Repulse Bay. The Battery mustered at Headquarters, and marched to Murray Pier, and the remainder of the journey was done by launch. The battery were drawn up on an eminence to repulse the enemy, who were represented as having landed on the opposite shore. Four targets placed in column represented the enemy coming down the hillside, and making for the position occupied by the battery, and targets placed in line on the beach represented the enemy in open order. The competition was by sections, twelve minutes being allowed to fire four rounds of common shell and ten rounds of shrapnel. After firing for six minutes on the enemy advancing in column, the sectional commander ordered the fire to be commenced on the targets on the beach, the idea being that much havoc had been done the enemy coming downhill, and they had extended into line. The ranges were about 1300 yards for the targets in column and about 1120 yards for those on the beach. The best shooting was done by No. 1 and 2 detachments. The returns of the competition have not yet been worked out. The men returned to Murray Pier about eight o'clock.

YUEN HAE, Moo Wells by A. G. Ward, Pearl of the East.—Robinson Piano Company.

THE appointment of Commander Hastings to be Acting Police Magistrate and Coroner is gazetted.

THE reappointment of the Hon. E. R. Belilios, C.M.G., to be an unofficial member of the Legislative Council, is gazetted.

REFERRING to Sir William Robinson's return from Hongkong, *St. James's Budget* says it is by no means certain that his official career is finally closed.

IT is notified in the *Gazette* that Lieut. H. E. Denson, Hongkong Volunteer Corps, is struck off the strength of the Corps from the 21st March, 1898, as being absent without leave.

A FEW cases of cholera are reported to have occurred at Yokohama and Tokio. The Japanese Home Department is adopting vigorous measures of prevention, the appearance of the disease at this time of year being, of course, somewhat ominous.

AN evening meeting of the Hongkong Odd Volumes Society will be held on Wednesday evening in the Chamber of Commerce Room, at the City Hall, at which experiments in electrical discharge and exhibitions of the graphophone and phonograph and microscope will be held.

IT is notified in the *Gazette* that Dr J. H. Swan has been appointed Deputy Health Officer of the Port for so long as he continues in partnership with Dr Jordan or until further notice. It is also notified that Staff Surgeon W. E. Home, R.N., and Surgeon R. T. Gilmour, R.N., have been appointed to be temporary Deputy Health Officers.

CARL HERTZ, the conjuror, gave his last performance of the series in the Theatre Royal on Saturday night. There was a very good house, and everything went off—not forgetting the wonderful shot at Mephisto's Target—with a pleasant satisfaction. Some of the pictures shown by means of the Cinematographe were exceedingly good, and the Jubilee Procession was most enthusiastically cheered, more especially when Her Majesty the Queen passed along in the procession. Mr and Mrs Hertz have left for the North.

A LAOKAY correspondent writes to one of our Tonkin contemporaries stating that some engineers passing through Laokay, amongst them M. Leclerc, who accompanied M. Guillemotet's expedition to Yunnan, have spoken very hopefully of the coal fields in the Laokay Province. As is the case in Kwangsi and Yunnan, coal is visible in many places, but the most important of all is spoken of as the Nanti mine, on the new road from Laokay to Haiyang. Here coal is visible on the face of a hill, near the Nanti River. The land belongs to a Frenchman. The coal-field is favourably situated for economical working. M. Leclerc surveyed it, and found the coal of good quality, and the appearance of it makes him hope that it will be found of the same quality as Cardiff coal. The correspondent of our Tonkin contemporary very truly remarks that the discovery of a coal mine in Laokay—especially of one with coal equal to the best Cardiff—is of first-class importance, and its importance will grow with the extension of the projected French railway from Tonkin into Yunnan. (A consummation devoutly wished for by our French neighbours.) The lack of capital to develop Tonkin is regrettable from an international as well as from a French point of view, and it is a wonder the French people do not undertake the development of what they have already before reaching out for new territory.

WE have received a copy of a Trade journal from the Fatherland, and a perusal of the first paragraph or two has left us dejected and sorrowful:—"This German Journal purposes to make known the German industry to the world's market abroad, and to prove the capacity of the German industry, contrary to the false statements made by the Englishmen, who can see their star sinking. The German industry stands in every way as high as the times demand, and is capable to compete with the industry of any other civilised country." This German industry will not give us peace even to watch our sinking star, it must even prove itself 'capable to compete' with English made in England, and to add gall to this cup of bitterness we are told: 'In those days when the ships of the German *Hansa* were crossing every ocean, when the German merchants ruled the commerce of the whole of Northern Europe, and from their settlements in London even had the import and export of England under entire control, nobody was surprised, or knew otherwise.' This is too bad; we are not to be allowed to keep even the dear delusions of our youth when we fondly imagined English people had something to do with the making of England and English commerce, and the saving of the Prussian and other States from becoming French provinces. Alas! we are left only with the mournful reflection that our pain would have been avoided if the German journal had been printed in that dear language which the Germans only seem to use, when in our colonies, for singing or swearing or writing to their sweethearts.

LOCAL Companies, 6 Pieces, by Orange Wards, No. Xmas 1897. Price, $1.00.—Robinson Piano Company.

THERE were 192 European and 2,056 Chinese visitors to the City Hall Museum for the week ending 17th April.

M. LECLERC, a French engineer, has discovered a valuable coal-field in the neighbourhood of Baxat in Tonkin.

THE stamp revenue for the first quarter of the present year amounted to $113,825, being an increase of $48,764 on the amount collected in the corresponding quarter of last year. $36,799 of the increase occurs under the head of probate.

AT the Magistracy to-day, Commander Hastings sentenced a Chinaman to three months' imprisonment, with hard labour, and to receive eighteen strokes on admission and the same number on the expiration of his sentence, for ear-ring snatching in Gough Street. The lukong had an exciting chase after the prisoner to Hollywood Road.

THE following returns of the average amount of Bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st March, 1898, as certified by the managers of the respective Banks, are published :—

Banks.	Average Amount. $	Specie in Reserve. $
Chartered Bank of India, Australia and China	2,097,966	2,000,000
Hongkong and Shanghai Banking Corporation	6,699,031	3,000,000
National Bank of China, Ld.	45,101	205,000
Total	$10,034,097	$5,205,000

THE returns prepared by the Sanitary Board of the state of the plague show that during the twenty-four hours ended noon on April 16, 18 cases were discovered and 16 deaths occurred. During the twenty-four hours ended noon, April 17, 7 cases were discovered and 10 deaths occurred. The number of cases of plague reported during the twenty-four hours up till noon to-day was 15, and 13 deaths occurred during that period, bringing up the total number of cases reported from the commencement of the year to 448, and the total number of deaths to 392.

THE first of the series of promenade concerts in connection with the Hongkong Volunteer Corps will be held at Volunteer Headquarters on Saturday, April 23rd, when Lady Carrington will present the prizes gained by the successful competitors during the year. The proceeds will be devoted to the Band fund, and in this connection we may say that it is extremely gratifying to observe the progress the drum and fife band, in command of Sergeant Drummer S. W. Hayward, has made since its formation. Major Sir John Carrington has warmly complimented the band on the progress made, and at the annual inspection many of the lady and gentlemen spectators were greatly pleased at the performance of the band.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals :—

A. J. do Rozario	$ 10
Capt. Lloyd	10
Mohta and Co.	10
H. A. Esmail and Co.	5
L. M. Alvares and Co.	5
J. B. Duncan	5
H. Ruttonjee	5
A Seth	5
J. Ullman and Co.	5
R. C. Varia	5
J. L. Chuttoo	5
C. H. Grace	5
Woonwalla and Co.	5
Capt. Hastings	5
C. A. Camroodeen	3
M. H. E. Ellias	2
C. Abdoola and Co.	2
M. J. Patell	2
P. C. Patell and Co.	2
J. S. Perry	2
J. C. Remedios and Co.	2
Abdoolcader Esmaljee	2
C. Yookenjee and Co.	1
R. R. Bhogat and Co.	1.25
A Sung	1
L. L.	

A BRUTAL case of assault was heard by Commander Hastings to-day, at the Magistracy, in the charge which Aven Nord, a boy on the British ship *Inberhorne*, preferred against the second and third mate of the vessel. He said that at 6.20 p.m. on the 14th inst. work was done, and he was just putting away his broom when the third mate told him to sweep the deck. On his saying that he did not want to sweep it the third mate pushed him aft, and when they got to the hatch he seized him by the shoulders and forced him down, subsequently putting his foot on him and throwing him down into the lazarette. Both defendants then came down the ladder and beat and kicked him. Then they asked him if he would take the broom and sweep the deck, and on his replying 'I will not,' the second mate said to the third mate, 'Keep him down here. I will go up and get the handcuffs to put on him.' Thinking they were going to kill him he rushed up on deck and jumped overboard and tried to swim ashore. The second mate came after him with a sampan. The first mate was calling out, 'Hook him with a boat hook.' Being afraid of his eyes getting injured he gave up the struggle and allowed himself to be taken into the boat. The second mate put the handcuffs on him, and he was taken on to the vessel. He subsequently escaped on to a Norwegian steamer, and after that gave information to the police. Two of the seamen gave corroborative evidence. The whole of the crew left the ship in the evening to go in search of the boy. The evidence for the defence was that the boy used insulting language to the third mate, and would not obey his orders. Commander Hastings found the charge published and dared each prisoner $50

THE U.S. powerful revenue cruiser *Hugh McCulloch* arrived yesterday from Singapore, and will remain temporarily with the Asiatic squadron.

*** ON Page 5 will be found a report of Saturday's Gymkhana, Naval Notes, and an account of a fire on board an M. M. steamer in Colombo Harbour.

MR F. C. HARRIS, chief officer of the Chinese Revenue cruiser *Chenting*, has been awarded the medal of the Royal Humane Society for saving life in the River Woosung, near Shanghai.

AT the Magistracy to-day, a shop coolie, named Chan Fai, was convicted on four different charges of obtaining goods by forged orders from different shops in the city. He was sentenced to three months' imprisonment, with hard labour.

A SAILOR on a Shaukiwan fishing junk charged three junk masters with assault, to-day, at the Magistracy. He stated that after the boat anchored at Yaumati yesterday afternoon the men struck and kicked him and tied him up for about an hour by the hands and legs. A cross-summons of assault was taken out by one of the masters, who said the defendant refused to do his work, used abusive language to him, and assaulted him. The Magistrate dismissed the sailor from the charge of assault, and fined each of the masters $25, with the alternative of two months' imprisonment with hard labour.

A CHINESE doctor, named Lo Yau, was sentenced to three months' imprisonment at the Magistracy to-day, for feloniously stealing $5 from a married woman at 25 Temple Street, Yaumati. On 12th April, he went to the house, and wanted to rent a room. He saw the complainant's little girl in the sitting room, and examined her eyes, stating he was a doctor and could take a white spot out of the child's eyes: he did not want money, and said he would present them with some medicine. Prisoner then produced some medicine, and mixed it with some water in a bowl. Whilst he was mixing the medicine, the complainant and her sister became giddy, and the prisoner lifted $5 worth of twenty cent pieces from off the table and went out. Complainant was a newcomer to the Colony, and did not report the matter to the Police. Yesterday, she saw prisoner in the main road at Yaumati, and went over to him and asked him to return the money. He told her not to make a noise, and took off his coat, and obtained $3 for it in the pawnshop. The woman refused to accept the $3, and a crowd collecting attracted the attention of the Police, and the man was arrested. The doctor said the woman gave him the money to cure her child.

VESSELS AT THE DOCKS :—At *Kowloon*—Batuan, H.I.G.M.S. Kaiserin Augusta, Holstein, U.S.S Petrel, Sabine Rickmers.

Aberdeen.—(None).

Cosmopolitan.—Coptic, Sungkiang.

SMOKING is on the increase among English women, especially of the upper and middle classes, according to the *Daily Telegraph*. Doctors say the freedom of manners growing out of the use of the bicycle is one cause of this In a decade or so, the *Telegraph* declares, English women will smoke as generally and openly as Spanish and Russian women.

THE Mitsui firm of Tokio has decided to construct a jetty and warehouses at Kobe. They are to be built on the site formerly occupied by the Onokawa Dock now defunct, and the area covered by warehouses will be 10,000 *tsubo*. The jetty is to be of sufficient length to allow four steamers of 6,000 tons each to get alongside at the same time. The total expenditure on the work is estimated at about 800,000 *yen*. Mr Shogoro Hatano, one of the firm's managers, proceeded to Kobe the other day, in order to institute fuller inquiries into the undertaking.—*Japan Times*.

DESIGNS for a new Royal Standard and Union Jack, which the Welsh members have suggested to Parliament, were produced for inspection at the House of Commons the other night. In the case of the Royal Standard, the red dragon, the national emblem of Wales, was placed after the fourth quarter, immediately underneath the Scottish lion, and the arrangement seemed to meet with general approval. In the design for the Union Jack, the Maltese cross was fixed in the centre of the flag, and this was regarded as somewhat of an anachronism.

As an example of the Censorship over the Manila press, *El Comercio* referring to the expected visit of the American Squadron to Manila, informs its readers that 'with the object of corresponding to the courtesy of the American men-of-war now visiting the ports of our Great Antilles, and to return the visit paid to the United States by our battleships and cruisers; *a part of the little* squadron which the latter nation has in the Pacific, will shortly anchor in our Bay.' Very nice and polite, but the Manila press must not take the Filipinos for greenhorns. —*Singapore Free Press*.

IN common with all members of the Navy League (says the *Navy League Journal*), we must thank our branch at Hongkong for its energy and activity in a matter of great Imperial concern. We ask our members to do all that they can to support its proposals in the Press and elsewhere. The executive has forwarded the Hongkong letter to every leading British newspaper, but the matter should not stop here. We publish in another column both this letter and an abstract of an interesting pamphlet ('The Back Door,' published in the *China Mail*) describing a treacherous attack on Hongkong. We should be glad if this branch would give us detailed information as to the telegraphic cables and cable companies in the Far East. It is, for instance, true that there are foreign operators in the Eastern Telegraph Company's office at Hongkong? How much cable is there in the colony, and what are the facilities for cable repairs? We shall continue to press the claims of the colony at every favourable opportunity.

HONGKONG GENERAL CHAMBER OF COMMERCE.

At the monthly meeting of the General Committee of the Hongkong General Chamber of Commerce, held at 3 p.m. on Tuesday, the 12th April,—Present :—Messrs R. M. Gray (Chairman), G. B. Dodwell, A. Haupt, J.-J. Bell-Irving, T. Jackson, N. A. Siebs, T. H. Whitehead, and R. C. Wilcox (Secretary.)—

MR S. J. EDE.

The Chairman said—Before proceeding to business, I should like to mention that at the general request of the Committee, Mr Ede was invited to give us the benefit of his advice and assistance at this meeting; but, unfortunately, his presence is claimed by the Sanitary Board. I am sure that you all agree with me that we cannot allow his name to be disassociated from the Committee without expressing our high opinion of the valuable assistance he has been to us during the six years since he first joined the Committee, and I now propose that the Secretary be instructed to write him in the name of the Committee a letter of acknowledgment of his valuable services with our heartiest good wishes for his future health and happiness. I am sure that we shall greatly miss his sound opinion and liberal views.

Mr Jackson—I have great pleasure in seconding that resolution. I can fully endorse all that the Chairman has said about Mr Ede, and I am sure we all greatly regret his loss. Personally I have always considered Mr Ede a pillar of strength in the Committee.

The resolution was adopted unanimously.

APPOINTMENT OF COMMITTEES.

The Chairman proposed that the Arbitration Committee should remain as last year, with the substitution of Mr Haupt's name for that of Mr Michaelsen, viz.: Messrs J. J. Bell-Irving, G. B. Dodwell, A. Haupt, N. A. Siebs, and T. H. Whitehead.

This was agreed to.

It was further agreed that the Corresponding Committee should consist of Messrs R. M Gray, Herbert Smith, T. Jackson, and H. A. Ritchie.

INTERNAL TAXATION OF FOREIGN MERCHANDISE IN THE TWO KWANGS.

The Chairman stated that in accordance with the decision come to at last meeting, a letter was, on the 17th March, despatched to H. B. M. Consul at Canton, asking whether the report that the Tsung-li Yamen had agreed to modify the regulations governing the Transit Pass trade by permitting sale of goods *en route*, whether the Chinese officials had yet supplied any information as to the *Pao-li* taxes, and whether any satisfactory explanation of Mr Watt's case had been received? On the 19th March replies were received from Mr Brenan, in which he stated (1) that it was correct that a modification in the regulations permitting sale of goods under transit pass while *en route* had been agreed to; (2) that with regard to Mr Watts' complaint, although he had several times applied to the Viceroy for an explanation, it was still not forthcoming; and (3) that the Viceroy had abolished the Syndicate which formed the collection of *Pao-li* in Kerosene, and that in future the duty was to be collected by Government Officials. Replies to these letters were, on the 22nd March, despatched to the Consul.

Read further letter, received 23rd March, from Mr Brenan, in which he states that he had been supplied with a list of all existing lekin stations and with a tariff of the lekin charges. From the Consul's statement it is clear that most articles of foreign import are liable to pay a terminal tax of about 2 per cent. *ad valorem*, but there is no guarantee against the indefinite multiplication of this impost.

The Chairman then read a reply to above, which it was proposed to despatch that afternoon.

POSTAL ARRANGEMENTS.

Agreeably to instructions, a letter had, on the 17th March, been addressed to the Postmaster-General in reply to his despatch of the 14th idem, stating that in the opinion of the Committee the delivery of the letters by French Mail in advance of other matter would be a decided improvement.

On the 18th March a further letter was received from the Postmaster General inquiring whether, in the opinion of the Chamber, the establishment of branch Post Offices near Bonham Strand, at Wanchai, and at Kowloon would be desirable. A reply was, on the 25th idem, returned to the effect that, before endorsing the experiment, the Committee would be glad to have an estimate of the approximate cost of maintenance of branch offices near Bonham Strand and at Kowloon, and with reference to Wanchai, were of opinion it would be better to first await result of trial of the first-named proposed branches.

Read reply, dated 25th March, from the Postmaster General, stating that as the Committee is not in a position to ascertain the requirements of the localities in question, it is unnecessary to trouble them further in the matter.'

This letter was regarded by the Committee as hardly courteous.

MR WATTS' CASE.

Read letter, dated 26th March, from H. B. M's Consul at Canton, announcing that he was at length in receipt of the Fu Chuen Magistrate's explanation of his action in placing an embargo on the coal purchased by Mr Watts at Sainan in Kwangsi, namely, that the coal was not the property of the vendor.

Also read letter from Mr Watts, dated 4th April, enclosing copy of despatch from Mr Brenan to similar effect as above, and copy of his reply thereto reasserting his claim.

Decided to await result of Mr Watts' further application.

QUARANTINE.

A letter was on the 17th March addressed to the Government transmitting copy of the letter of the shipping firms protesting against the action of the Straits Government in declaring Hongkong an infected port.

Read letter from the Acting Colonial Secretary, dated 22nd March, in reply, in which it was stated that H. E. the Acting Governor had already used his best efforts to induce the Straits Government to modify the restrictions imposed, and enclosing copies of the telegrams which had passed on the subject.

Also read letters from the Singapore Chamber of Commerce dated 17th and 26th March, the first confirming their telegrams of the 12th idem, and the letter acknowledging receipt of this Chamber's letter of the 15th.

Letters from the Government, dated 21st, 23rd, 29th March and 1st April announcing the imposition of quarantine on vessels arriving from Hongkong at Saigon, ports of Indo-China, Shanghai and ports of Egypt were laid on the table.

The Chairman read a letter, just received, from the Government, enclosing copy of telegram from the British Minister at Bangkok to following effect:—'Bubonic plague all vessels from Hongkong shall call at Koh Phas and complete nine days from date of sailing before receiving pratique.'

ADMINISTRATION OF ARMED OIL.

The Secretary reported that the correspondence on this subject had been circulated among the firms interested in the trade, with a covering letter asking their opinion as to whether concerted action was possible or whether it should be left to individual effort

As the replies showed a great division of opinion, the Committee decided that it must be left to individual effort to provide a remedy, and the Secretary was instructed to reply to Mr Hillier, stating what had been done and thanking Mr Morse for the trouble he had taken in the matter.

THE PINNACLE ROCK PUMP.

Read letter from Mr H. Edgar, Commissioner of Customs, Foochow, dated 6th April, announcing the discovery of the sunken rock in which the steamer *Namoa* was wrecked, and enclosing copy of a notice to Mariners about to be issued.

Resolved to publish the letter and notice in the Press.

CORRESPONDENCE.

SALE OF POISONS IN HONGKONG.

To the Editor of the 'CHINA MAIL.'

April 18, 1898.

SIR,—It would be interesting to know what benefit to the general community will result if the proposed Bye-laws regulating the sale of poisons become law. Leaving out of the question altogether the Chinese drug shops, is anyone prepared to say that the chemists in Hongkong do not habitually label all poisons with the name of the article, the name and address of the seller and the word 'Poison?' If a man intends to take his life, will the proposed bye-laws prevent his obtaining Chloral or Laudanum or whatever else he fancies? Certainly not. He will get just as much as he wants in the same way as formerly, and even if he can't do that, what is to prevent his sending for as much Chlorodyne or other poisonous patent medicine as he thinks necessary?

The writer is, perhaps, prejudiced, but it has always been a mystery to him why, when a man poisons himself, the chemist should always get into trouble, while if he blows his brains out with a revolver no one has anything to say to the gunsmith. One would almost think that the chemist was always told what the poison was for, but, for the filthy lucre of 50 cents or so, still sold the stuff.—Yours,

A CHEMIST FOR 20 YEARS.

VOLUNTEERING IN HONGKONG.

To the Editor of the 'CHINA MAIL.'

Hongkong, April 16, 1898.

SIR,—I have read with much interest the sensible remarks of His Excellency Major-General Black to the Volunteers. Among other things, he said: 'The War Office considered there was a want of zeal in the community.' Now, as an old resident, I will point out some of the reasons why. A number of years ago, being deeply interested in the progress of the Colony I, in conjunction with others, if I mistake not yourself, Mr Editor, among them, considered it a duty to back up the Volunteering spirit, and though we were too old and engrossed in business matters for the ranks, we, for a number of years, subscribed our money as Honorary Members, and, I believe, were allowed to wear the uniform, a privilege, however, which was never availed of. We also backed up the Rifle Association, and gave our money for prizes, and subscribed to the Victoria Athletic Club, etc., all to encourage the young men. Well, the Rifle Association passed under the control of a young subaltern, who began to write to the merchants of Hongkong in peremptory tone, as if they were country trades-people. Of course, most of the old hands promptly resigned. Then when the Volunteer force was re-organized, the people who had been supporting it for years with money and influence were utterly ignored, and the services did not think it worth while to give civil paragraph in the *Government Gazette* to retain our interest and good-will. The War Department has been tried and found wanting in many matters of greater moment, in great measure because they would not listen to the advice of our old and well-tried warriors, and probably a summer or two in Queen's Road, grinding for the mails, would convince some of the young ones at Home that zeal requires a different metre in the tropics from that used in England.

The War Office will have to do some charming to get ours back, and also alter their method of dealing with this Colony. If General Black wants the young men to learn to suite the enemy, let him establish a rifle range at East Point within easy reach of the people. Kowloon is all right for the military, but not for civilians. The Easter Meeting was once a function; now it is a farce.—Yours faithfully,

OLD SCHOOL.

THE QUARANTINE REGULATIONS IN OPERATION.

To the Editor of the 'CHINA MAIL.'

Hongkong, 18th April, 1898.

SIR,—In a Port like Hongkong—the Clapham Junction of the Far East—one might be excused of thinking that Port and Quarantine Regulations would be carried out and observed in a business-like and efficient manner, at least by the officials of the Port themselves; but that this is not the case in experience I—and many other unfortunates went through yesterday tends to prove.

I was a passenger by a regular passenger steamer from Macao on Sunday morning, the 17th inst. Leaving there at 8.15 a.m., we arrived at the Quarantine Station, Hongkong at 12.10 p.m. flying the quarantine flag. The whistle was blown many times, and signal for Quarantine Officer hoisted, but not the slightest notice was taken of us. No medical officer came off to grant pratique, and here we,—in company with four other steamers arrived that day, one of which was there from 10 a.m.—lay the whole afternoon, and not till 9.15 p.m.—nine hours after arrival—did a Doctor come off.

The medical examination—such as it was—lasted about three minutes, and then, and not till then, were we at liberty to go to the wharf.

This gross neglect on the part of the official appointed for quarantine and pratique duty caused the greatest inconvenience to all the passengers, over ninety in number—many of whom were business men and one of whom missed the Canton night-boat in consequence—a matter of much importance to him—to say nothing of the pecuniary loss to the vessel, which was prevented from taking her Canton trip.

Surely, in an important port like this, it cannot be impossible for the authorities to appoint an official who will attend to the duties for which he is paid, and who can not, at his own sweet will, detain vessels and hundreds of passengers—be they Europeans or Chinese—for such a length of time.—I am Sir, &c.,

TRAVELLER.

THE *Foochow Echo* of the 9th inst. says:—There was quite a gathering of residents at the Ewo Jetty on Wednesday to say good-bye to Mr Carles and his family on their departure for England. They carried away with them the hearty good wishes of the whole community. The new Police acted as a guard of honour, and acquitted themselves remarkably well, saluting the departing Consul as he passed between the lines.

THE ITALIAN CONVENT.

The Italian Convent, situated on Caine Road, is one of the most to be admired of all the practically useful institutions in the Colony. The Society, as 'The Daughters of Charity Canossiane,' was founded by the Marchioness Canossa at Verona in the year 1808, having for its object the protection and education of the children of the people regardless of creed or colour. The Hongkong Branch was established in 1860, and during the past 38 years has been the means of alleviating much distress and suffering amongst the humbler classes, and its educational efforts to implant the seeds of kindness and orderly living in the minds and dispositions of the young have borne good fruit. Its departments are many. There are day schools, boarding schools, native orphan schools, a foundling ward, a catechumenate, a home for the aged poor women, an Industrial School for Boys at West Point, and a special establishment at Wanchai for Magdalens, including a hospital for the sick; in all, six separate houses in the Colony. The standard of its teaching is in every respect up to the requirements of the Government Education Department, so that, according to the success attained at the periodical examinations, it participates in the Grant-in-Aid Scheme.

As accomplishments modern languages, music, drawing and beautiful embroidery, lace-making, and plain and fancy needlework are taught.

The number of its inmates is about 600, and it receives, on an average, over 1000 foundlings every year. Visiting the sick and occasional nursing are also amongst its voluntary duties. The Society has many branches in the East and Far East—3 in India, 2 in Timor, 1 in Singapore, 1 in Hankow and 2 in Macao. The entire establishment is managed solely by ladies, of various nationality—Italians, French, Germans, Austrians, English, Spanish and Portuguese Sisters—who, as the 'Voluntary Daughters of Charity,' devote their lives to the noble work of protecting and educating the children of the people.

Its means of subsistence are for the most part obtained from private teaching, the sale of needlework and from the day and boarding school fees, occasionally augmented by the contribution of some generous donor, and the kind gratuitous assistance of the medical profession.

To assist in raising funds for the Institution in Hongkong, Mr R. C. Hurley has made a series of photographs, which may be had on application at the Convent.

THE *PATHAN* CASE AT MOJI.

THE CHARGE OF ASSAULT AGAINST THE EUROPEANS.

Kobe, April 7.

The trial of the Chief Officer, Third Engineer, and three Malays belonging to the Br. steamer *Pathan* was concluded in H.B.M.'s Court for Hiogo and Osaka this afternoon. The charge against one and all of the accused was dismissed This result will surprise no one conversant with the ways and doings of Moji coal coolies. The case has excited a great deal of interest and the Court Room was crowded both yesterday and to-day. Needless to say Mr J. Carey Hall, before whom the case came as Judge of H.B.M's Court for Hiogo and Osaka, gave the prosecutors a very patient hearing throughout, affording the Public Procurator of the Japanese Court at Kokura (in whose jurisdiction the affray occurred) special facilities to conduct his work. We do not know that the evidence adduced at the trial has served to throw much additional light on the case. The salient facts of the affair were placed before our readers as soon as possible after the steamer arrived here. The evidence taken at the trial, however, has thrown some additional light on the origin of the disturbance, and from that we learn that while a supply of coal ordered for the steamer was being put on board, the Chief Engineer, who is, of course, in such a transaction the principal representative of the owners and agents, expressed dissatisfaction with the weight given. Remonstrance proving futile he took one of two courses open to him—he marked, or in effect cancelled, some of his own tallyman's entries. We say this is one of the courses that were open to him. The alternative was to arbitrarily stop all work, a step which would probably have aggravated the situation much more than the course adopted. Seeing the marks being altered or cancelled, the foreman of the gang of workers snatched the book from the Engineer's hands and refused to give it up until a superior arrived and handed it back to the Engineer. What followed is known to our readers. Fortunately the officers of the ship were careful to avoid going to extreme measures and in consequence, as Counsel for the accused men this afternoon pointed out, no irremediable damage was done to any of the coolies.

The Court, as we have said, dismissed the charges, but in doing so Mr Hall took occasion to make some remarks which we venture to say were received with amazement by most of those in the Court room. Referring to the Chief Engineer, a man whose conduct, be it noted, was not supposed to be under consideration, he charged him with high-handed, arbitrary and unjustifiable action, and a few seconds later emphasized this extraordinary view by adding that his conduct in altering or cancelling his tallyman's marks was dishonourable. Such comments from the Bench are reprehensible, and they are inexplicable save on the assumption that Mr Hall has wholly misunderstood the work which a Chief Engineer is expected to discharge when his vessel is taking in supplies of coal for his own department. We have no desire to write in a severe strain, although we certainly consider that a British Judge, called to try such a case as the one decided here this afternoon, might be expected to familiarize himself with a few particulars regarding the work and duty of an Engineer when taking in coal on his owner's account at a foreign port. Mr Hall spoke this afternoon of legal wrong and the moral aspect of action that may not be legally wrong. We invite him to calmly consider if he has not, unconsciously, done Mr Wilson, the Chief Engineer of the *Pathan*, a very serious moral wrong.—*Herald*.

THE Spanish Admiral on the Philippine station has been presented by his countrymen with a sword of honour, for signal services rendered by him in bombarding the towns and villages along the Cavite Coast, during the late rebellion. Where the merit comes in is it difficult to find. None of the towns were fortified, neither had they a simple cannon to reply, and the bombardment was so ineffective that the rebels suffered no loss whatever, and the Church of Bacoor, used as rebel quarters, still stands, with only a few holes through it, although situated within a few hundred yards of the sea shore!—*Singapore Free Press*.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

LONDON, 15th April, 1898.

SPAIN AND THE UNITED STATES.

The Spanish Government has opened a National Subscription for increasing the fleet. The Queen Regent heads the list with a million pesetas.

The Spanish Cabinet has authorized the immediate recall of its Representative at Washington.

President McKinley sanctions the resolutions passed by Congress.

FRANCE IN CHINA.

The lease of Kwang-Chau Wan to France is confirmed.

THE GARRISON AT WEI-HAI-WEI.

There has been considerable talk in the city with reference to the garrisoning of Wei-hai-wei, and rumours were current that a draft of Royal Artillery coming from home was to be despatched to the fortress immediately on arrival. We learn that the Japanese are to evacuate Wei-hai-wei in the second week of May, when a portion of the British fleet is to assemble there, and the British flag will be hoisted. Parties of marines from the warships will be landed to take possession of the forts. No information has yet been received by the military authorities in the Colony regarding the garrisoning of Wei-hai-wei, but the negotiations for the garrisoning of the port will, in all probability, be conducted by telegraph.

WEATHER REPORT.

The following notice is issued from the Observatory :—

On the 18th at 11.45 a. The barometer has risen considerably on the E. coast of China, fallen slightly on the S. coast. Pressure appears to be highest over the Yellow Sea with slight gradients on the China coast. Forecast :—light to moderate E. winds; fair.

SUPREME COURT.

IN CRIMINAL SESSIONS.

(Before His Hon. Sir John Carrington, Chief Justice).

Monday, April 18.

WOUNDING WITH INTENT TO MURDER.

Kwok Sai was charged with, on 16th March, feloniously, unlawfully and maliciously wounding with intent to murder one Leung Yi.

The following jurors were empannelled :—Messrs C. D. Dahenberg, W. B. Walker, G. T. Veitch, F. M. Cama, C. Remedios, J. M. Machlehose and J. M. da Rocha.

The Attorney-General said the prisoner inflicted the injuries upon Leung Yi, his wife. He married the woman when she was a girl of sixteen, in the Whampoa district. Prisoner lived with her for a couple of years, and then deserted her, and went, among other places to Shanghai, remaining there for twenty-one years. During all this time he never communicated with his wife, and she either became married again or became second wife to another man, who died about a years ago. As she had no children she adopted a son and a daughter, both of whom were now married, and they were all living together an apparently happy family on the second floor of No. 10 Tung Man Lane, when, on 15th June last, the prisoner turned up, and the woman was weak enough to take back the scoundrel who had deserted her for so long. Prisoner remained spunging on the woman, and got altogether about $40 and some $35 worth of clothing. When the supplies of money began to fall short, prisoner did not treat her well, and she went to take out a summons against him. She did not take out the summons, and after some more harsh treatment, on 22nd October, she applied for another summons. The prisoner hearing of the application for a summons, disappeared to Canton, and did not appear to disturb the woman again until 16th March, when he visited the woman and said if she did not give him $100, he would chop her. The woman refused to give the money, and prisoner ordered the remaining members of the household to go below, and shut the trap door, putting a number of baskets and heavy weights on it. He then produced a knife, and inflicted some very serious injuries on the woman's head and body. The people below hearing the woman's cries, ascended to the roof by means of a ladder, and entered the room through a skylight. They found the woman lying down covered with blood. Prisoner in endeavouring to escape by the roof, fell into the street below, on the top of a Chinese postman. A crowd collected and the prisoner, postman and the injured woman were removed to the hospital. That evening the woman nearly died of hemorrhage.

The jury unanimously convicted prisoner of cutting and wounding with intent to do grievous bodily harm.

His Lordship imposed sentence of three years' imprisonment.

The Court then adjourned until to-morrow at ten o'clock.

'WE are anxious to do some good in the world,' says an Oklahoma paper, 'and are now offering for sale the best mustard plaster on the market at reasonable rates.'

THE Kashing correspondent of the *N.-C. Daily News* wrote on the 5th inst.:—I have just been to the office of a newly-opened steam line to purchase a ticket, and there I was met with the declaration that I should have to pay double. The local manager 'hated to do,' and such like, but orders had come from headquarters that all foreigners were to pay double rates. When I enquired as to the wherefore of this I was told that it was the understood thing in and around Shanghai. I did not pay double and will not, and am now travelling on a regular ticket, but the work of discriminating in everything against the foreigner goes merrily on; the idea being that he is made of money and besides should be taxed for being a foreigner. Some foreign travellers unwittingly encourage the idea the Chinese have got of our ever-flowing pockets by too freely paying for ordinary services. From the foreign standpoint it is small enough, from the Chinese standpoint the foreigner is either duped or else he has so much money he does not mind throwing it away. Again foreigners sometimes in trying to be economical pay a fair price for a passage or something of the sort but cut down on the 'wine cash' which is no doubt annoying. To cut the extra however holds to obtain the headman while it deprives those who are most needy the underling. These are points most apparently the ones behind the

THE SALT INDUSTRY IN FORMOSA AND JAPAN.

The salt industry in Formosa is one of the most important and promising businesses in the island, and has a bright future. According to Mr S. Kayaba, of the Industrial Section of the Civil Administration Bureau of the Formosan Government, who recently returned from a tour of inspection of this industry on the Tsek-cha na, Kagi, Tainan and Hooan coasts, the season for the manufacture is a little too early in Tsek-chan district while it is just the right time in the south. It is reported that the industry is prosperous everywhere, and gives good returns for the outlays, and it is considered, that should Japanese undertake the same business, with a moderate capital, in a proper way, they could make it pay just as well. Most of the salt farms in Tainan district are owned by the government. They would however be leased to private people. Under the Chinese regime salt was a monopoly of the government, and officers were stationed at all important districts where they were to buy all salt produced. The government land was leased to natives, to whom the necessary amount of capital was also advanced in order that they might better be able to carry on the work. By the monopoly, the Chinese government was able to make about 500,000 taels annually. Although the profits on the part of the tenants were comparatively very small, yet they desire that the former system may be re-established; and it is very likely that by following the Chinese example, our government may also be able to turn the monopoly to good account.

With regard to the salt industry in the home land, on the other hand, Mr S. Ashiwara, Chief of the Fishery Bureau of the Agricultural and Commercial Department, announces with regret, that the quality of salt is being interfered with by mixing it with brine, a process which is most extensively adopted by the salt refiners. The recent increase in the importation of salt evidently shows that the quality of the home produce is deteriorating. It is a pressing necessity that this procedure should be stopped. With the object of affording a complete model for this industry, the Department of Agriculture and Commerce intends to found experimental stations at Daishigawara, (Kanagawa Ken), Ako (Banshu) and Kojima district (Okayama Ken).—*Japan Times*.

IN the House of Commons on the 11th March Mr R. G. Webster asked the Under-Secretary for Foreign Affairs whether, in view of our important interests in Hongkong, commercial or otherwise, and the recent action of Foreign Powers in regard to China, steps would be taken to acquire the islands contiguous to that colony and any further portion of the mainland opposite if needful for the defence of that colony.—Mr Curzon :—The question of the steps to be taken for the proper securing of our possessions at Hongkong has for some time past engaged the attention of Her Majesty's Government, and will not be lost sight of by them.

THE report of the Bank of China and Japan (Limited), to Dec. 31 last states :—Considerable progress has been made in realisation of the Assets of the old bank, and repayments to depositors during the year have reduced the old liabilities to a sum of $112,043, being 10 per cent. of the original amount due. Sales made since Dec. 31, with proceeds of call due April 2, will enable this sum to be liquidated during May. Decisions have not yet been given in the suits against American and Chinese recalcitrant shareholders, but those suits are being pushed on with good hopes of success in the New York courts, and at Peking the cases against Chinese are in the hands of H.B.M.'s Minister. The working of the New Bank shows a profit of about 3 per cent. on the capital allotted it, after providing for all its expenses and the ordinary cost of liquidation; and this has been earned solely in exchange banking, and in face of the considerable difficulty which an Institution working with gold funds only, finds when operating in countries where the currency is silver.

WE regret to hear (says the *L. and C. Express*) of the death of Mrs Ker, widow of the late Mr W. Wemyss Ker, and a very old resident of Singapore. Mrs Ker was the fifth daughter of the late Robert Clarke, Esq., J.P., Comrie Castle, co. Perth (who was eighteenth in direct descent from Edward III., King of England), and married in October, 1842, William Wemyss Ker, Esq., of East Grange, co. Perth, and Singapore. Mrs Ker was some seven or eight years in Singapore, and returned to England with Mr Ker in May, 1851. Mrs Ker has three sons and one daughter living; James Campbell Ker, Private Secretary to H.H. the Sultan of Johore; Robert Wellwood Ker, of London; Thomas Rawson Ker, Postmaster-General, Johore; and Mary Jane Ker. At the funeral at Lower Norwood Cemetery the chief mourners were Mr J. Campbell Ker, Mr R. Wellwood Ker (sons), Mr W. P. Ker (grandson), and Captain Robert Campbell Preston (nephew); and amongst those present were Mr W. G. Gulland, Mr H. M. Simons, senior; Mr Cosmo Paterson, Mr Lewis Fraser, the Hon. Dah Sri Amar d'Raja, C.M.G., and Mr James Weir. Amongst the flowers were wreaths sent by the Sultan of Johore.

A PEKAN correspondent writes to the *Straits Times*:—The terms of the new lease to the Punjom Company have been approved by Government. The document conveys mining rights over an area of fifty square miles for a period of fifty years from the 27th April, 1898, and the land is held under a nominal annual rental of one dollar. The labour conditions are the same as those in the Selensing lease, as are also the clauses providing for full rights of water, way, timber cutting, and other easements. The lessees are exempted from the payment of all duties or taxes now or hereafter to become payable in Pahang, excepting duties on opium, spirits, and tobacco imported, which will have to be paid at whatever rates may be in force from time to time. There is a provision that no part of the 50 square miles leased is to be used for other than mining purposes. Under the terms of the original concession granted by the Sultan in April, 1888, which, in common with all similar grants, were modified after a British Resident had been appointed, the company had agricultural as well as mining rights, and specially reduced terms were granted as to opium, spirits, and tobacco duty. The company now renounces all these exceptional rights and claims on receiving a mining lease, the conditions of which are, however, still very advantageous to these lessees. Thus, according to the mining regulations, the company is only entitled to less than 30 square miles, but the area granted is nearly double what they can legally claim, and this is allowed in consideration of the deed of renunciation referred to. The original concession included the Sungei Dua District, in the Semantan, where the mining used to be carried on several years ago, but, in 1892 the company voluntarily surrendered that portion of its property.

Notices to Consignees.

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *COROMANDEL*.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at *their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From LONDON, &c., ex s. s. *Rome*.
From PERSIAN GULF, ex p.s. *Chanda*.

Goods not cleared by the 22nd Instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, April 16, 1898. 792

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship *Gisela*, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 22nd April, OR THEY WILL NOT BE RECOGNISED.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd April will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,
Agents.

Hongkong, April 15, 1898. 782

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, SUEZ, ADEN, KURRACHEE, BOMBAY, COLOMBO, PENANG & SINGAPORE.

THE Steamship *Trieste*, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD., whence delivery may be obtained.

This Vessel brings on Cargo:—

From TRIESTE, ex s. s. *Imperatrice*, transhipped at BREMEN. From VENICE, ex s.s. *Massimiliano* and *Carlotta*, transhipped at TRIESTE. From CALCUTTA, ex s.s. *Aglaia*, transhipped at COLOMBO.

Optional Cargo will be discharged here unless notice to the contrary be given Immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned BEFORE NOON ON THE 21ST APRIL, OR THEY WILL NOT BE RECOGNIZED.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st April will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,
Agents.

Hongkong, April 14 1898. 777

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP *TACOMA*,
FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co.,
Agents.

Hongkong, April 15, 1898. 781

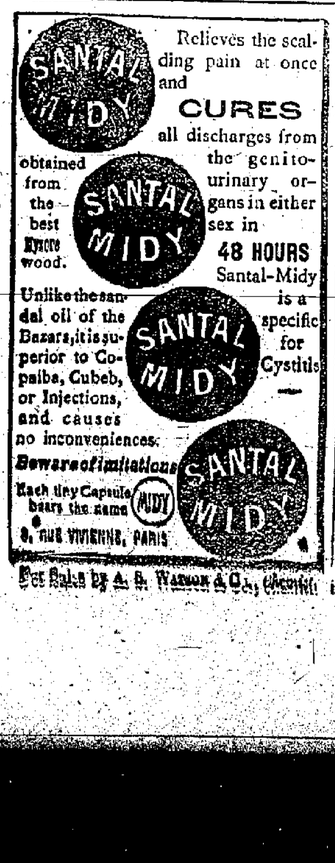
H. F. CARMICHAEL,
Consulting Engineer and Surveyor,
18, PRAYA CENTRAL.
NEW AND SECOND-HAND LAUNCHES FOR SALE.

DESIGNS and Specifications for all Classes of Steamships; Launches a speciality. New Work and Repairs supervised.

Telegrams: 'CARMICHAEL' Hongkong. Telephone No. 111.

H. F. CARMICHAEL.

Hongkong, March 29, 1898 649



Relieves the scalding pain at once and CURES all discharges from the genito-urinary organs in either sex in 48 HOURS obtained from the best Eastern wood. Santal-Midy

Unlike the sandal oil of the Bazars, it is superior to Copaiba, Cubeb, or Injections, and causes no inconveniences. Santal-Midy is a specific for Cystitis

Beware of imitations. Each tiny Capsule bears the name MIDY

8, RUE VIVIENNE, PARIS

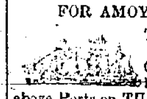
For Sale by A. S. Watson & Co., Chemists.

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.



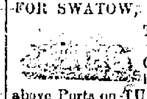
The Co.'s steamship *Formosa*, Captain DOUGLAS, will be despatched for the above Ports on TUESDAY, the 19th Inst., at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, April 16, 1898. 797

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW.



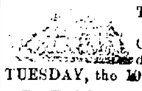
The Co.'s Steamship *Haitan*, Captain BATHURST, will be despatched for the above Ports on TUESDAY, the 19th Inst., at 10 a.m.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, April 16, 1898. 798

'MOGUL' LINE OF STEAMERS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.



The Steamship *Afridi*, Captain GOLDING, will be despatched as above on TUESDAY, the 19th Instant, at 5 p.m.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, April 16, 1898. 748

NAVIGAZIONE GENERALE ITALIANA,

(FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG & BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA; also VENICE, and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS, up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD; also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.



The Steamship *Letimbro*, Captain BELSITO, will be despatched as above on WEDNESDAY, the 20th Instant, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

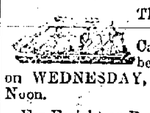
For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, April 15, 1898. 788

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.



The Co.'s Steamship *Onsang*, Captain J. YOUNG, will be despatched as above on WEDNESDAY, the 20th Instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, April 14, 1898. 776

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(*Calling at* PORT DARWIN *and* QUEENSLAND PORTS, *and taking through-Cargo to* ADELAIDE, NEW ZEALAND, &c.)



The Steamship *Guthrie*, Captain CRAIG, will be despatched for the above Ports on TUESDAY, the 26th Instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

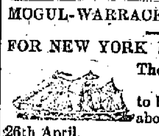
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the China Navigation Company, and *vice versâ*.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, April 14, 1898. 775

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK *VIA* SUEZ CANAL.



The Steamship *Lennox* to be despatched for the above Ports on or about 26th April.

S.S. *Energia*, to sail about 5th May.
S.S. *Macduff*, to sail about 25th May.
S.S. *Afridi*, to sail about 5th June.
S.S. *Pathan*, to sail about 15th June.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, March 31, 1898. 636

FOR NEW YORK *VIA* SUEZ CANAL.



The Steamship *Cloverhill* will be despatched as above on or about the 5th May.

To be followed by:—

S.S. *Merionethshire*, on or about 25th May.
S.S. *Queen Margaret*, on or about 5th June.
S.S. *St. Ninian*, on or about 15th June.
S.S. *Craigearn*, on or about 30th June.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, April 15, 1898. 763

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessel, during its stay in Hongkong Harbour:—

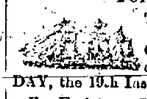
Chiswick, British steamer, Captain Hotblot: Siemssen & Co.

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR AMOY.



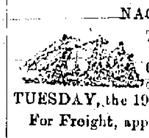
The Co.'s Steamship *Jason*, Captain LYCETT, will be despatched on TUESDAY, the 19th Instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 16, 1898. 794

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA, KOBE AND NAGASAKI.



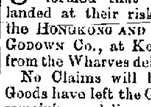
The Co.'s Steamship *Hupeh*, Captain QUAIL, will be despatched as above on TUESDAY, the 19th Instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 14, 1898. 771

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.



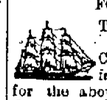
The Co.'s Steamship *Teucer*, Captain RILEY, will be despatched as above on WEDNESDAY, the 20th Instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, April 17, 1898. 795

Sailing Vessels.

FOR NEW YORK.

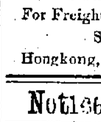


The American Ship *St. David*, Captain LYONS, shortly expected from SHANGHAI, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SIEMSSEN & Co.

Hongkong, April 12, 1898. 756

FOR SAN FRANCISCO.



100 *A.1.* British Ship *Timberhorne*, LEVER, Master, shortly expected here will load for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN, TOMES & Co.

Hongkong, March 19, 1898. 583

Notices to Consignees.

'MOGUL' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP *AFRIDI*.

FROM MIDDLESBOROUGH, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd Instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd Instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd Instant, at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL & Co.,
Agents.

Hongkong, April 16, 1898. 700

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER *CANTON*.

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S GODOWNS at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 p.m., To-day.

Goods not cleared by the 22nd Inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All Damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, April 16, 1898. 701

THE
MICASTOS FACTORY.

Mr. C. HOLDSWORTH,
Superintendent at Works, Saukiwan Road, Hongkong.

THE GENERAL MANAGERS are prepared to enter into Contracts for COVERING BOILERS and STEAM PIPES with either MICA or ASBESTOS COMPOSITIONS at the following Quotations:—

55 Cents per superficial square foot for BOILERS.

66 Cents per superficial square foot for STEAM PIPES.

Exposed STEAM PIPES needing extra Wrapping and Canvas and Tar Dressing will be treated with the above Compositions at $1.05 per superficial square foot.

A Stock of the Compositions is kept ready for Sale packed in 5 cwt. casks. Price for on lots $100 per ton F.O.B., or in smaller quantities at $6 per cwt. F.O.B.

All works will be under the personal supervision of Mr. HOLDSWORTH, and all Orders must be sent through the undersigned,

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, February 10, 1898. 602

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL & RIVER PLATE.

ON SATURDAY, the 23rd Inst., at Noon, the Company's Steamship *ERNEST SIMONS*, Captain JOURDAN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Polynesien*, which vessel takes on her Passengers and Mails, leaving that Port on the 5th May, direct to SUEZ, PORT SAID and MARSEILLES.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 22nd April. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, April 9, 1898. 737

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Prinz Heinrich	Wednesday	April 27.
Preussen	Wednesday	May 25.
Sachsen	Wednesday	June 22.
Bayern	Wednesday	July 20.
Prinz Heinrich	Wednesday	August 17.
Darmstadt	Wednesday	Sept. 14.
Preussen	Wednesday	October 12.
Sachsen	Wednesday	November 9.
Bayern	Wednesday	December 7.
Prinz Heinrich	Wednesday	Jan. 4, 1899.

ON WEDNESDAY, the 27th day of April, 1898, at 9 a.m., the Company's S.S. *PRINZ HEINRICH*, Captain O. CURTZEN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, *calling at* NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 25th April, Cargo and Specie will be received on board until 5 p.m., on TUESDAY, the 26th April, and Parcels will be received (at the Agency's Office, until Noon, on TUESDAY, the 26th April. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, March 30, 1898. 654

Intimations.

NEW VICTORIA HOTEL.

ROTISSERIE,
Meals a la Carte.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11.30 p.m.

Monthly Boarders at Moderate Rates.

Madar & Farmer,
Proprietors.

Hongkong, September 3, 1896. 1786

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as 'CONNAUGHT HOUSE,' offers First-Class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

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P. BOHM,
Proprietor and Manager.

Hongkong, September 27, 1897. 1927

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET, COREA AND JAPAN,

Entrusted to the SOCIETY of the 'MISSION ETRANGERES.'

(Translated by EDWARD HARPER PARKER, and Reprinted from 'THE CHINA REVIEW.')

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Occidental & Oriental Steam-Ship Company.

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VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Amoy, S'hai, N'xi, Kobe, Inland Sea, Yokohama and H'lulu)	Tuesday,	April 19, at noon.
Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Tuesday,	May 10, at noon.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Saturday,	May 28, at noon.

THE Co.'s Steamship *DORIC* will be despatched for SAN FRANCISCO, *viâ* AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 19th April, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, April 18, 1898. 686

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Saturday	April 30, at noon.
Peru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu	Thursday,	May 19, at noon.
City of Rio de Janeiro (via S'hai, N'saki, Kobe, Inland Sea, Y'hama & H'lulu)	Tuesday,	June 7, at noon.

THE U.S. Mail Steamship *CHINA* will be despatched for SAN FRANCISCO, *viâ* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 30th April, at Noon, taking Passengers and Specie for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, *viâ* Overland Railway, to Havana Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

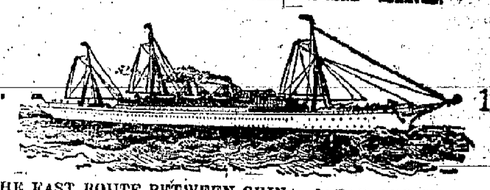
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, April 9, 1898. 740

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.  1898.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, *VIA* CANADA AND THE UNITED STATES.

(*Calling at* SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY—SPEED—PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(*Subject to Alteration.*)

EMPRESS OF INDIA....Comdr. C. P. MARSHALL, R.N.R.. WEDNESDAY, 27th April/98.
EMPRESS OF JAPAN...Comdr. GEO. A. LEE, R.N.R.... WEDNESDAY, 18th May/98.
EMPRESS OF CHINA ...Comdr. H. PYBUS, R.N.R.....WEDNESDAY, 8th June/98.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

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For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent*,
PEDDER STREET.

Hongkong, April 7, 1898. 723

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

***Via* Shanghai, Inland Sea of Japan, Kobe and Yokohama.**

FOR VICTORIA, B.C., & TACOMA, IN CONNECTION WITH **Northern Pacific Railway Co.**

FOR PORTLAND, OREGON, IN CONNECTION WITH **Oregon Railroad & Navigation Co.**

Steamer.	*Tons*	*Captain.*	*Proposed Sailing*	*Steamer.*	*Tons*	*Captain.*	*Proposed Sailing.*
Tacoma	2549	A. Dixon	April 19	*Argyll*	2907	W. Ward	April 26
Victoria	3167	J. Truebridge	May 10	*Braemar*	3601	E. Porter	June 4
Olympia	2408	C. H. Dobson	May 21	*Mogul*	3051	W. H. Wright	June 18
Arizona	5164	R. Panton, R.N.R.	June 14	*Columbia*	2665	A. Gow	July 9

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

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Special rates allowed to members of Government Services.

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Consular Invoices of Goods for United States Points should be in quadruplicate, and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Orgeon, for Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, April 6, 1898. 715

NIPPON YUSEN KAISHA,
(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
MIIKE MARU, S. KAWAMURO,	BOMBAY, *Via* SINGAPORE (Transhipping Cargo for JAVA PORTS) and COLOMBO.	TUESDAY, 19th April, at Noon.
SANUKI MARU, W. TOWNSEND,	YOKOHAMA (DIRECT).	WEDNESDAY, 20th April, at 4 p.m.
OMI MARU, C. YOUNG,	NAGASAKI, KOBE and YOKOHAMA.	MONDAY, 25th April, at 4 p.m.
TAMBA MARU, H. BARNES,	MARSEILLES, LONDON and ANTWERP, *Via* SINGAPORE, (Transhipping Cargo for JAVA PORTS) PENANG, COLOMBO & PORT SAID.	THURSDAY, 28th, April, at 4 p.m.
YAMASHIRO MARU, J. JONES,	SYDNEY and MELBOURNE, *Via* THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 29th April, at 4 p.m.

* Connecting at KOBE with s. s. *Riojun Maru*, sailing thence on the 7th May, for SEATTLE, U.S.A.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Company's local Branch Office at No. 7, Praya Central.

A. S. MIHARA, *Manager.*

Hongkong, April 14, 1898. 751

WEEKLY NEWS FOR HOME.

The Overland China Mail.

IS PUBLISHED to suit the Departure of each ENGLISH and FRENCH MAIL Steamer for Europe. It contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The *Overland China Mail*, by the convenience of its form and the accuracy and fulness of its reports, has long been popular with residents who wish to send home a weekly budget of the news of Hongkong and the Far East. Circulating, as it does, among nearly all the old China 'hands' at Home and also among residents at the Treaty Ports and in the interior, it offers special advantages to advertisers.

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Half hour . .	0.10	Three hours .	0.50
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If the trip is extended beyond Victoria, half fare extra.

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Hour	0.60	Six hours .	1.50
Three hours .	1.00	Day (6 to 6) .	2.00

Jinrikishas.

(With single driver).

Quarter hour .	0.05	Hour . . .	0.15
Half hour . .	0.10	Every subsequent hour .	0.10

NOTE.—Victoria extends from Mount Davis to Causeway Bay and up to the level of Robinson Road. If the vehicle is engaged beyond these limits half fare extra is to be allowed for the return journey. Extra fee to drivers and extra hours to be paid proportionately extra.

AGENTS FO[illegible] [illegible] CHINA MAIL

LONDON:—F. A[illegible], 11 & 12, *Clement's Lane, Lombar[illegible]reet*, E.C. GEORGE STREET & Co., [illegible], *Cornhill*. GORDON & GOTCH, *Ludg[illegible] Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DEACO[illegible] & Co., 150 & 154, *Leadenhall Street*, E.C. W. M. WILLS, 151, *Cannon Street*, E.C. ROBERT WATSON, 150, *Fleet Street*.

PARIS AND EUROPE:—MAYENCE, FAVRE & Co., 18, *Rue de la Grange Batelière*.

NEW YORK:—THE CHINESE EVANGELIST OFFICE, 52, *West 22d Street*.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco*.

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THE CHINESE MAIL.

華日字報

(*Wah Tsz Yat Po*)

THIS paper is now issued every day. The subscription is fixed at *Five Dollars* per annum delivered in Hongkong, or *Eleven Dollars Forty Cents* including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the guarantors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan,—from Australia, California, Singapore, Penang, Saigon, and other places frequented by the Chinese,—consider themselves justified in guaranteeing a large and over-increasing circulation. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It on the one hand commands Chinese belief and interest, while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for the above may be sent to

GEO. MURRAY BAIN,
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NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1895, £12,433,131.

Authorised Capital............£3,000,000.0.0
Subscribed Capital............£2,750,000.0.0
Paid-up Capital...............£687,500.0.0
Fire Funds....................£2,601,016.2.9

HAVING been appointed AGENTS of the above Company we are prepared to Accept EUROPEAN and CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, July 23, 1896. 1547

UNION ASSURANCE SOCIETY.

(*Instituted in the Reign of Queen Anne A.D. 1714*).

CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £180,000.

TOTAL INVESTED FUNDS EXCEED £2,900,000.
TOTAL ANNUAL INCOME, £850,000.

THE Undersigned, having been appointed AGENTS of the above Society in Hongkong, are prepared to issue POLICIES against FIRE on the usual terms.

HARRY WICKING & Co.,
Praya Central.

1142

UP THE YANGTSE,
BY
E. H. PARKER,
with
SKETCH MAPS.

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The Rapids of the Upper Yang-tse.
The 'Vade-mecum' of the Traveller through the Gorges of the Great River
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A Journey in North Sz Ch'uan.
Nan-ch'uan and the Kung-t'an River.
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TO LET.

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Hongkong, January 27, 1898. 201

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Apply to HUMPHREYS ESTATE & FINANCE Co., LIMITED.

Hongkong, March 23, 1898. 616

TO LET.

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THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, April 2, 1898. 695

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LARGE GODOWN on KOWLOON PRAYA, suitable for the Storage of Merchandize or Coal.

GODOWNS, Nos. 72c and 72D, PRAYA EAST, suitable for the Storage of Merchandise.

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LINSTEAD & DAVIS.

Hongkong, April 14, 1898. 774

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OVERLAND CHINA MAIL—for every Weekly Mail.

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SERIOUS FIRE IN COLOMBO HARBOUR.

THE S.S. 'DUPLEIX' BURNING FOR NINE HOURS.

Colombo, March 31.

The s.s. *Dupleix*, the new steamer of the Messageries Maritime Company, running between Calcutta and Colombo, which was to have started at six o'clock this morning for Calcutta, caught fire in the harbour soon after midnight, and sustained such serious damage that it is expected that she cannot be made seaworthy again for three weeks. The crew were working until half-past ten o'clock last night, taking in cargo, and everything was got in readiness for starting this morning. At a quarter to one, however, this morning the second engineer was walking near the hatch of No. 3 hold, and smelt smoke. This is a hatch in the forward part of the ship, being the second from the bow, and the engineer, suspecting fire, lifted up a corner of the tarpaulin which covered it, and raised the hatch a little. Immediately a volume of dark smoke came out and the alarm of fire was at once given.—It was discovered that fire had broken out in three parts of the forward hold, and, as the cargo there consisted of cocoanut oil in barrels, and packages of cocoanut fibre, it can be easily imagined that it was not easy to cope with. All hands were soon at work trying to quell the flames, and five pumps were employed throwing water into the hold. Not much progress was made, as the seat of the fire was very inaccessible and cocoanut oil was floating about, and the Captain was obliged to break some of the dead-lights in the starboard side of the ship. He got three of these side lights broken in and passed the pumps through to try and get at the seat of the fire. It could not be reached in the lower 'tween deck, however, and the smoke was so dense that no one could be sent there. Then the Captain sent for assistance to the French men-of-war in the harbour, the *Vauban* and the *Bruix*.

A TORPEDO SENT FOR.

They sent five boats with hand-pumps, and rendered valuable assistance in increasing the torrent of water played in the direction of the fire. The boats from the men-of-war arrived about 2 a.m., but, in spite of all efforts to get the fire under, matters got so serious that at four o'clock the Captain sent for a torpedo from the *Vauban* as it seemed as if it would be necessary to scuttle the ship and flood it. The torpedo arrived at about 4.30 a.m. in charge of two officers, and was put in position for blowing a hole in the forward part of the vessel. The Captain had almost decided upon having it discharged, when it was found that the smoke was abating, and, happily, it was not found necessary to resort to this extreme measure. At daybreak three water tanks fitted with steam pumps arrived from the Wharf and Warehouse Company, and the boats from the men-of-war were taken back to their ships. There were 460 casks of cocoanut oil on board, and a large quantity of spirits for Calcutta, Madra, and Pondichery. This made highly combustible material for the flames; which, between two and three o'clock, rose ten feet higher than the deck, while there were repeated explosions as of a spirit receptacle bursting. The deck got so hot in the vicinity of the forward hold that it was impossible to step on it, and the iron plates on the starboard side of the ship were so heated that the paint came off, and in one place they bulged out on the water line, and for some feet above it, while the bulk-head could not stand the strain of the water, and burst. M. Labussiere, the Colombo Agent of the M. M. Company, complains, and not without reason, that there are no arrangements in the harbour for meeting an accident of this kind, and says that if it had not been for the assistance rendered by the French men-of-war the *Dupleix* would probably have been burned to the water's edge. The number of pumps brought into use ought to have been enough to extinguish anything of an ordinary nature.

A DETENTION OF THREE WEEKS NECESSARY.

The steamer cannot be used, of course, until she is repaired, as timbers and beams have been burned, and her plates disarranged and damaged. The Captain told our representative this morning that he expected he would not be able to leave harbour for three weeks. In the meantime arrangements are being made for sending the passengers and the mails to their destination by rail from Tuticorin. There were three 1st class passengers on board, two second class and about twenty native deck passengers. Amongst the former was M. Klobukowski, Consul-General for France, at Calcutta, who came to Colombo by the s.s. *Dupleix* to see his wife on her way home. The mails on board were those received from Marseilles by the s.s. *Indus* and also those received from China and Japan, which were handed over by the Post Office.

THE CAUSE OF THE FIRE UNKNOWN.

The Captain of the *Dupleix* says he does not know how the fire arose, but he supposes it was caused through something going wrong with the wire of the electric lighting apparatus.

The s.s. *Dupleix* is a well-equipped, comfortable vessel, and is quite new, having been afloat only seven months. She left Marseilles after her trial trip on the 16th of November last, and has been four months plying between here and Calcutta. This voyage would have made her fifth. Her gross tonnage is 2,456, and her net tonnage 1,264, while she makes 14 knots with ease. She had about half a full cargo on board. She usually left at 6 a.m., but was leaving early to-day as her propeller was getting out of repair, and the Captain wanted her dry docked at Calcutta. She is under the command of Commandant Ch. Rangone, who is naturally very much annoyed at the accident.

LOCAL Composers, 6 Pieces, by Orange, Ward, &c. Xmas 1897. Price, $1.00.—Robinson Piano Company.

Hongkong Tides.

The Tide Table given below has been compiled by the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table is Low Water Ordinary Spring Tides, which has been found to be 2 feet below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 5 ft. 7 in., and on the gauge at Lamont Dock, Aberdeen, add 12 ft. 9 in. the height given in the table.

19th to 25th April.

Day of Week.	Day of Month.	High Water. Hongkong Mean Time.	Height.	Low Water. Hongkong Mean Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Tues.	19	m 8 4	8 7	m 1 54	0 6
		[illegible]	[illegible]	[illegible]	[illegible]
Wed.	20	m [illegible]	[illegible]	m [illegible]	[illegible]
Thur.	21	m [illegible]	[illegible]	m [illegible]	[illegible]
Fri.	22	m [illegible] 15	[illegible]	m [illegible]	[illegible]
Sat.	23	m [illegible]	[illegible]	m [illegible]	[illegible]
Sun.	24	m 10 [illegible]	[illegible]	m [illegible]	[illegible]
Mon.	25	[illegible]	[illegible]	m [illegible]	[illegible]

OPENING GYMKHANA.

Judges:—The Hon. J. J. Bell-Irving and Mr V. A. Cæsar Hawkins.

Handicappers:—The Hon. C. P. Chater, C.M.G., Mr M. Grote.

Starter:—Mr A. Babington.

Timekeeper:—Mr J. McKie.

Clerk of the Scales—Mr J. McKie.

Hon. Treasurer:—Mr G. C. C. Master.

Hon. Secretary:—Capt. P. de S. Burney, R.A.

On Saturday, the first of the Gymkhana meetings of the season was held at the Happy Valley. The following are the results:—

HALF-MILE RACE; for all China ponies; weight as per scale with 7lbs. added. Non-Winners at the Hongkong Race meeting, 1898, allowed 7lbs; unplaced ponies allowed 10lbs.; allowances not accumulative. 1st prize, $40; 2nd prize, $15. Entrance, $3.

Mr G. H. Potts' Tocsin, 11st. 1lbs......(Mr Cox) 1
Mr Gray's Gamecock, 10st. 12lb......(Mr Master) 2
Capt. McLachlan's Slander, 10st. 9lbs......(Mr McLachlan) 3
Mr Medico's Tantivy, 10st. 12lbs......(Mr Gresson) 0

Mr Cox led the whole way and won easily.

POLO PONY RACE; for all bona fide pool ponies, to be declared as such by the Polo Committee; ½ mile heats without dismounting; catch weights over 11st. 7lbs. To be ridden by playing members of the Hongkong Polo Club. Will be decided in three heats; the first ponies of the first and second heats to run in third heat, unless the same pony wins both first and second heats, when there will be no third heat; 1st Prize, Cup, presented by G. C. C. Master, Esq.; 2nd Prize, $15. Entrance $3.

Mr Johnson's Rubio, 11st. 7lb......(Mr Johnson) 1
The Hon. F. H May's Beachcomber, 11st. 7lbs. (Mr May) 2
Capt. Loveband's Orinoco, 11st. 7lbs......(Mr Des Voeux) 0
Capt. Burney's Sport, 11st. 7lbs......(Capt. Burney) 0
Capt. Burney's Buckingham, 11st. 7lbs......(Mr Gresson) 0
Mr Bruce's Viceroy, 11st. 7lbs......(Mr Bruce) 0
Major Koe's Whirlwind, 11st......(Capt. McLachlan) 0
Mr Landale's Parole, 11st. (Mr Landale) 0

In this event, which was a most interesting one, Rubio won both times. In the first heat Beachcomber was second and tied for second place with Orinoco in the second. In the second heat Rubio narrowly escaped being caught on the post.

ONCE ROUND; for all China ponies; weight as per scale with 10lbs. added. Subscription ponies of this season non-winners allowed 10lbs; winners allowed 7lbs. Unplaced ponies other than subscription griffins of this season allowed 7lbs. 1st prize, $50; 2nd prize, $20. Entrance, $3.

Capt. McLachlan's Castanet, 11st. 7lbs......(Mr McLachlan) 1
Mr Gray's Landsknecht 11st. 1lb......(Mr Master) 2
Mr Medico's Tantivy, 11st. 4lbs......(Mr Gresson) 3
Mr Kingston's Bannerman, 12st. 6lb......(Mr Brutton) 0
Mr McClure's Pegasus, 10st. 9lbs......(Mr Cox) 0

THREE QUARTER MILE RACE; for subscription griffins of any season; weight as per scale with 10lbs. added. Unplaced ponies allowed 10lbs.; placed ponies not winners allowed 5lbs; allowances not accumulative; 1st prize, $50; 2nd prize, $20. Entrance $3.

Mr Gray's Gamecock, 11st. 2lbs......(Mr Master) 1
The Hon. F. H. May's Springfield, 11st. 0lbs. (Mr May) 2
Mr Cox's Chaffinch, 10st. 12lbs......(Mr Cox) 3
Mr Nugent's Ingoldsby, 10st. 6lbs......(Mr Lawford) 0
Mr Medico's Hector, 11st. 5lbs......(Mr Gresson) 0
Mr G. H. Potts' White Heather, 11st. 3lbs. (Mr Bruce) 0

Gamecock won easily. The second and third were very close together at the finish.

STEEPLECHASE; for all China Ponies; over the Steeplechase Course; weight as per scale with 10lbs. added; 1st prize, Cup, presented by Mr T. Jackson; 2nd prize, $20. Entrance $3.

Hon. J. Bell-Irving's Digby Grand, 11st. 11lbs. (Mr Master) 1
Hon. T. H. Whitehead's Statesman, 12st. 0lb. (Mr Burney) 2
Capt. Loveband's Orinoco, 11st. 8lbs......(Mr Johnson) 3

ONE MILE HANDICAP; for China ponies forced for ponies entered at this meeting; 1st prize, $50; 2nd prize, $20; entrance, $1; if left in after 2 p.m. on Wednesday, 13th April, 1898, $2 extra.

Mr G. H. Potts' Tocsin, 11st. 7lbs......(Mr Cox) 1
The Hon. J. Bell Irving's Pineapple, 11st. 4lbs. (Mr Master) 2
Mr Gray's Gamecock, 10st. 12lbs......(Mr Gresson) 3

Won by about a length, with a bad third. Time 2.12¼.

NAVAL NOTES.

ACCIDENT ON THE 'BONAVENTURE.'

London, March 13.

The *Bonaventure*, cruiser, Captain R. A. J. Montgomerie, C.B., was inspected at Devonport on 12th inst. She was to have left on 14th. Her stern capstan broke down on 10th, however, the spindle breaking after the commissioning trial. The repairs were taken in hand with all despatch, and, having been completed, the vessel is under orders to leave to-morrow evening for the China Station. She will convey to Hongkong drafts for ships on that Station.

THE CAPTAIN OF THE 'BONAVENTURE.'

Captain R. A. J. Montgomerie, who has just commissioned the cruiser *Bonaventure* for service on the China Station, has the reputation of being an officer distinguished above his fellows. He has certainly been fortunate in his opportunities, but he has made the most of them. When serving in the *Immortalité* as a sub-lieutenant, he gained the Albert Medal; then he was promoted to lieutenant out of the Royal yacht, which also gave him his commander's commission. As a lieutenant he served brilliantly in Egypt, both afloat and ashore, being particularly mentioned in despatches by Lord Wolseley. As a commander he commanded the field battery at Vitu, in October, 1890, under Sir Edward Fremantle, in the *Boadicea*. He recently commanded Her Majesty's ship *Cambrian*, in succession to Prince Louis of Battenberg, and was made a C.B. at the unusually early age of thirty-seven. In addition to all this, he is generally reputed to be one of the most active and keenest sportsmen in the Navy.

SIR ROBERT ARBUTHNOT AND THE 'TERRIBLE.'

All sorts of rumours have been for some time in circulation as to the destination of the *Terrible*. She was going to the China Station; she was going up the Straits; and when it was finally decided that she was to commission on 24th inst. it was promptly asserted that she was to join the Channel Squadron. The Admiralty have now made public the fact that she is to hoist the pennant for 'particular service,' while her sustained speed and general capabilities are to be subjected to a series of crucial tests. The crew were drafted to the vessel from the depot at Portsmouth on 15th inst, but an application to the Admiralty to allow the crew to go on foreign service leave was not at first approved, which did not look as though China was her destination. Subsequently, however, this leave was granted till 23rd inst., but her destination still remains an uncertainty to the public. Rumour has it—and in this case rumour is probably correct—that Commander Sir R. K. Arbuthnot is to be the officer of his rank appointed to the ship. He was formerly Torpedo Lieutenant of the *Centurion* on the China Station, and since Oct. 1 has been attached to the Naval Intelligence Department.

THE STORIES ABOUT THE 'POWERFUL.'

An evening paper throws a new light on the recent performances of the *Powerful*, and minimises the stories of her breakdown which have been so freely circulated. According to its informant, the work which is now giving trouble was done in the first instance by apprentices, owing to the engineering strike, and it was generally anticipated by those behind the scenes that her engines would not run very smoothly till the various shafts had found their own seats in their bearings. This is the process which is now going on, hence the yarns of hot bearings, &c., which have aroused so much consternation. As for the boilers, they have quite answered expectations, though it is admitted that the boilers of the *Diadem*, fitted with the new economisers, will be far cheaper in coal.

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CHINA COAST METEOROLOGICAL REGISTER.

April 17th.—AT 4 P.M.

Station.	Barometer.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.	Rain.
Wl'ostock	—	—	—	—	—	—	—
Tokio	—	—	—	s	6	—	—
Kochi	29.87	—	—	—	0	—	—
Nagasaki	29.95	—	—	sw	6	—	—
Kagoshima	29.9	—	—	w	4	—	—
Gutzlaff	29.80	58	94	N	4	of	—
Sharp Pk.	29.83	69	94	E	1	b	—
Amoy	29.82	77	73	s	1	o	—
Swatow	—	—	—	ESE	1	o	—
Canton	—	—	—	—	—	—	—
Hongkong	29.85	78	73	E	2	o	—
Vict. Peak	—	—	—	ESW	1	—	—
Gap Rock	29.84	—	—	NE	1	—	—
Macao	29.86	81	—	ESE	1	o	—
Haiphong	—	—	—	—	—	—	—
Manila	29.80	86	79	w.w	1	o	—
C.S. James	—	—	—	—	—	—	—
Bolinao	—	—	—	—	—	—	—

April 18th.—AT 10 A.M.

Station.	Barometer.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.	Rain.
Wl'ostock	—	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Kochi	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—
Gutzlaff	30.02	65	94	E	4	om	—
Sharp Pk.	29.95	66	87	ESE	2	o	—
Amoy	29.9	73	86	—	—	c	—
Swatow	—	—	—	NW	1	cf	—
Canton	29.96	78	85	sw	2	b	—
Hongkong	29.94	77	85	E	1	o	—
Vict. Peak	—	—	—	SSW	2	—	—
Gap Rock	29.94	—	—	NE	2	—	—
Macao	29.94	71	—	SE	1	o	—
Haiphong	29.89	74	70	s	1	o	—
Manila	—	—	—	—	—	—	—
C.S. James	—	—	—	NE	2	b	—
Bolinao	—	—	—	—	—	—	—

F. G. FIGG, *First Assistant.*

Hongkong Observatory, April 18, 1898.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths, and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky, c detached clouds, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew (wet).

Rain in inches, tenths and hundredths.

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Her Britannic Majesty's Ships on the China Station.

Name.	Description.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	10	3000	Commander Smith-Dorrien	Chefoo
Algerine	sloop	1050	6	1805	Lieut.-Com. E. H. Grafton	Chefoo
Archer	cruiser, 3rd class	1770	6	3500	Comdr. C. J. Kingsmill	Chefoo
Barfleur	battleship, 1st class	10,500	14	13,000	Capt. R. N. Custance	Chefoo
Bonaventure	cruiser, 2nd class	4360	10	9000	Capt. R. A. J. Montgomerie	en route
Centurion*	battleship, 1st class	10,500	14	13,000	Captain Jellicoe	Chefoo
Daphne	sloop	1150	8	2000	Commander Galloway	Shanghai
Edgar	cruiser, 1st class	7350	12	12,000	Capt. J. R. Bridson	Chefoo
Esk	g-bt. 3rd class coast defence	363	2	200	Lt.-Com. Chadwick	Woosung
Fame	torpedo boat destroyer	260	6	4000	Lieut. H. A. Gillett	Chefoo
Firebrand	gunboat, 2nd class	455	2	360	Lieut. P. S. St. John	Hongkong
Gibraltar	cruiser, 1st class	7700	12	12,000	Capt. H. F. Hughes-Hallett	en route
Grafton†	cruiser, 1st class	7350	12	12,000	Captain E. P. Jones	Chefoo
Handy	torpedo boat destroyer	260	6	4000	Lieut. A. Gillespie	Chefoo
Hart	torpedo boat destroyer	260	6	4000	Lieut. H. F. Shakespear	Chefoo
Humber	storeship	1640	—	800	Commander Gransmore	Chusan
Immortalité	armoured cruiser, 1st class	5600	12	8500	Captain Edward Chichester	Hongkong
Iphigenia	cruiser, 2nd class	3600	8	9000	Capt. H. T. Dudding	Chefoo
Linnet	gunboat, 2nd class	756	2	870	Commander R. C. Sparkes	Hongkong
Narcissus	armoured cruiser, 1st class	5600	12	8500	Comdr. W. C. C. Forsyth	Chefoo
Peacock	gunboat, 1st class	750	6	1200		Hongkong
Phœnix	sloop	1050	6	1400	Capt. Cochrane	Chemulpo
Pigmy	gunboat, 1st class	750	6	1200	Lieut. Dormer	Shanghai
Pique	cruiser, 2nd class	3600	8	9000	Capt. A. C. Corry	Chefoo
Plover	gunboat, 1st class	755	6	1200	Lieut. Spencer V. Y. de Horsey	Singapore
Powerful	cruiser, 1st class	14,200	14	25,000	Capt. Hon. H. Lambton	Chefoo
Rainbow	cruiser, 2nd class	3600	8	9000	Capt. V. A. Tisdall	Chefoo
Rattler	gunboat, 1st class	715	6	1200	Lt.-Com. Hon. G. A. Hardinge	Hakodate
Redpole	gunboat, 1st class	805	6	1200	Lieut. C. P. R. Coode	Swatow
Swift	gun-vessel, 2nd class	756	2	870	Lieut. S. Beaumont	Borneo
Tamar	receiving ship	2047	—	—	Commodore S. Holland	Hongkong
Tweed	g-bt. 3rd class coast defence	363	2	200		Hongkong
Undaunted	armoured cruiser, 1st class	5600	12	8500	Capt. A. C. Clarke	Chefoo
Victor Emanuel	receiving ship	5157	14	—		Hongkong
Victorious	battleship, 1st class	14,900	16	12,000	Capt. A. Schomberg	Chefoo
Whiting	torpedo boat destroyer	260	6	4000	Lieut. Barton	Chefoo
Wivern	coastdefenceship, armoured	2750	4	1000		Hongkong

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* Flagship of Vice-Admiral Sir E. H. Seymour, K.C.B. † Flagship of Rear-Admiral Fitzgerald.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported at
Admiral Kornieloff	Russian cruiser	3500	16	9000	Captain Molas	Port Arthur
Aleout	Russian gunboat	810	2	730	Captain Parenego	Vladivostock
Arcona	German cruiser	1640	8	2030	Captain Becker	Kiaochau
Argos	Spanish gunboat	508	2	600	Commander R. Cabezas	Manila
Aspic	French gunboat	475	3	450	Commander Journet	Along Bay
Bayard	French flagship	6500	12	4500	Captain Joannet	Along Bay
Bengo	Portuguese gunboat	400	3	400	Lt.-Comdr. Marques	Macao
Bobre	Russian sloop	950	2	1150	Captain Boisman	Shanghai
Boston	U. S. cruiser	3000	8	3700	Captain F. Wildes	Hongkong
Bruix	French cruiser	—	—	—	Captain Parfait	en route
Castilla	Spanish cruiser	3260	6	4400	Capt. A. Martin de Oliva	Manila
Cebu	Spanish troopship	532	2	600	Lieut. A. Barrera	Manila
Comète	French gunboat	495	3	600	Lieut. Simon	Saigon
Concord	U. S. cruiser	—	—	—	Com. A. Walker	Hongkong
Cormoran	German cruiser	1640	8	2900	Capt. Brussatis	Kiaochau
Descartes	French cruiser	4000	14	8500	Capt. Philibert	Hoihow
Deutschland	German ironclad	8000	—	8000	Captain Plachte	Shanghai
Dimitri Donskoi	Russian cruiser	6000	16	7000	Capt. Witthofft	Nagasaki
Don Antonio de Ulloa	Spanish cruiser	1200	4	1523	Com. E. Robion	Manila
Don Juan de Austria	Spanish cruiser	1130	4	1600	Commander J. de la Concha	Manila
Eclaireur	French cruiser	1658	8	2050	Capt. Texier	Shanghai
Elcano	Spanish gunboat	560	3	600	Lieut.-Com. F. Escudero	Manila
Gaidamak	Russian gunboat	500	9	3500	Capt. Sarebrennikff	—
Gefion	German 2nd class cruiser	4109	10	9000	Captain Follenius	Shanghai
General Alava	Spanish troopship	1200	2	1000	Capt. R. Rodriguez Trujillo	Manila
General Lezo	Spanish gunboat	520	3	600	Lieut.-Com. R. Bonaverite	Manila
Gremiastchy	Russian gunboat	1490	2	2000	Capt. Bouchanoff	Nagasaki
Helena	U. S. gunboat	1392	8	1988	Commander Swinburne	en route
Irene	German cruiser	4200	8	2930	Commander do Bois	Amoy
Isla de Cuba	Spanish protected cruiser	1048	4	2200	Commander D. Regalado	Manila
Isla de Luzon	Spanish protected cruiser	1048	4	2200	Commander P. Barreto	Manila
Jean Bart	French cruiser	—	—	—	Captain Thesmar	Along Bay
Kaiser	German flagship	7677	15	5700	Captain Zeye	Kiaochau
Kaiserin Augusta	German cruiser	6331	20	14,000	Captain Koellner	Hongkong
Korejetz	Russian sloop	1200	9	2150	Captain Lindestroem	Yokohama
Kreiser	Russian sloop	1542	2	1800	Captain Isivinsk	Shanghai
Liberal	Portuguese gunboat	—	—	—	Com. C. d'Athayde	Macao
Manila	Spanish transport	1900	2	750	Lieut.-Com. J. J. Ozamis	Manila
Mandshur	Russian sloop	1200	3	1400	Commander Kachaloff	Chemulpo
Marques del Duero	Spanish gunboat	500	3	550	Lt.-Com. S. Morena de Guerra	Manila
Monocacy	U. S. sloop	1370	6	850	Com. O. W. Farenholt	Shanghai
Marco Polo	Italian cruiser	1487	—	—	Captain Incoronato	Shanghai
Navarin	Russian 2nd class battleship	10,000	4	—	Captain Fenicho	Nagasaki
Olympia	U. S. flagship	5800	14	17,363	Captain Gridley	Hongkong
Otvajny	Russian gunboat	1490	2	2000	Captain Coprianoff	Nagasaki
Pamiat Azova	Russian cruiser	6000	15	8000	Captain Vireenius	Port Arthur
Panther	Austrian cruiser	1540	2	6000	Commander Baron Dechan	Saigon
Pascal	French cruiser	3988	14	8500	Captain de Brétizel	Along Bay
Petrel	U. S. gunboat	892	4	1092	Commander E. R. Wood	Hongkong
Princess Wilhelm	German cruiser	4400	12	8000	Captain Thiele	Kiaochau
Reina Cristina	Spanish cruiser	3500	6	3950	Captain L. Cadarso	Amoy
Raleigh	U. S. cruiser	3200	11	10,000	Comdr. Coghlan	Hongkong
Rossia	Russian cruiser	12,200	—	—	Captain Domojiroff	Nagasaki
Rurik	Russian flagship	10,923	36	13,250	Comdr. Rodionoff	Port Arthur
Sivutch	Russian gunboat	950	3	1128	Captain Barranoff	Vladivostock
Sissoi Veliky	Russian 2nd class battleship	10,000	14	8500	Captain Baranigo	Nagasaki
Sivootch	Russian cruiser	950	3	1120	Captain Astromoff	Nagasaki
Surprise	French gunboat	629	2	900	Captain de Plessis	Saigon
Vauban	French flagship	—	—	—	Captain Boutet	en route
Velasco	Spanish gunboat	1152	3	1500	Commander F. Reboul	Manila
Vladimir Monomach	Russian armoured cruiser	6000	10	7000	Captain Prince Ouchtomsky	Hongkong
[illegible]	Russian gunboat	602	11	3000	Capt. Rogulia	—
Zabiaka	Russian cruiser	1330	[illegible]	1184	Commander Vandarsky	Nagasaki

Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION.** Rules may be obtained on application.

INTEREST on deposits is allowed at **3½ PER CENT.** per annum. Depositors may transfer at their option balances of $100 or more to the **HONGKONG AND SHANGHAI BANK,** to be placed on **FIXED DEPOSIT** at **4 PER CENT.** per annum.

For the Hongkong and Shanghai Banking Corporation,
T. JACKSON,
Chief Manager.

Hongkong, August 1, 1895. 1515

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....£1,000,000.
PAID UP CAPITAL.....£ 324,074.

HEAD OFFICE - HONGKONG.

Court of Directors.

D. GILLIES, Esq. | J. T. LAUTS, Esq.
CHAN KIT SHAN, Esq. | CHOW TUNG SHANG, Esq.
KWAN HOI CHUEN, Esq.

Chief Manager.
G. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %.

Hongkong, November 30, 1897. 171

THE MERCANTILE BANK OF INDIA LIMITED.

AUTHORIZED CAPITAL.....£1,5 0,000
SUBSCRIBED.....£1,125 000
PAID UP.....£ 562,500
RESERVE FUND.....£ 10,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months .....4 %
" 6 " 3½%
" 3 " .....2½ %

J. THURBURN,
Manager, Hongkong.

Hongkong, December 1, 1897. 2340

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.
HEAD OFFICE, LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £375,000

INTEREST allowed on Current Account at the rate of 2 % per annum on the Daily balances.
On Fixed Deposits for 12 months 4 %
" " " 6 " 3½ %
" " " 3 " 2½ %

T. H. WHITEHEAD,
Manager.

Hongkong, June 2, 1897. 846

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000.
RESERVE FUND.....$ 8,000,000.
RESERVE LIABILITY OF PROPRIETORS.....$10,000,000.

COURT OF DIRECTORS:—
Hon. J. J. BELL-IRVING,—Chairman.
R. M. GRAY, Esq.—Deputy Chairman.
C. Beurmann, Esq. | A. J. Raymond, Esq.
G. D. Böning, Esq. | R. L. Richardson, Esq.
G. B. Dodwell, Esq. | R. Shewan, Esq.
David Gubbay, Esq. | N. A. Siebs, Esq.
Armin Haupt, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING CO., LD.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months 2½ per cent. per annum.
" 6 " 3½ " "
" 12 " 4 " "

T. JACKSON,
Chief Manager.

Hongkong, February 12, 1898. 368

THE
YOKOHAMA SPECIE BANK,
LIMITED,
ESTABLISHED 1880.

SUBSCRIBED CAPITAL, ... Yen 12,000,000
PAID UP CAPITAL, ... ,, 9,000,000
RESERVE FUND ... ... ,, 6,660,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:
KOBE. | LONDON. | SAN FRANCISCO.
NEW YORK. | LYONS. | HONOLULU.
BOMBAY. | SHANGHAI.

LONDON BANKERS:
The London Joint Stock Bank, Limited,
Parr's Bank, Limited,
The Union Bank of London, Limited.

HONGKONG AGENCY—Interest allowed.
On Current Account at the Rate of 2% per annum on the daily balance.
On fixed deposits for 12 months, 5% per annum.
On fixed deposits for 6 months, 4% per annum
On fixed deposits for 3 months, 3% per annum.

S. OHOH, *Agent.*

Hongkong, March 24, 1898. 599

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containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press.

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" pts. "	6.75
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" " pts. "	6 25
St. Julien q'ts. per dozen	8.00
" pts. "	5.00
Pauillac Medoc qts. per dozen... ...	8.00
" pts "	5 00
Moulin La Croix pts. per dozen ...	5.00
La Rose " " ...	5.00

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SUI SANG,
(Lately Practising with Dr. I. SAKATA)
DENTIST.
No. 8, Queen's Road Central.

Hongkong, January 1, 1898 3

JAPANESE
FINE ART CURIOS.

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Hongkong, January 18, 1898. 140

Hongkong Rates of Postage.

In the following Statements and Tables the Rates are given in *cents*, and are, for Letters *per half ounce*, for Books and Patterns, *per two ounces*.

Newspapers over two ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must *anything whatever* be inserted except bonâ fide Supplements of the *same paper* and the *same date*. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books.

The sender of a Registered Article for a Union Country may obtain an acknowledgement of delivery on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces except to Austria, Belgium, Bolivia, Bulgaria, Congo Free State, Costa Rica, Ecuador, Egypt, France, Greece, Guatemala, Hawaii, Holland, Hungary, Italy, Japan, Liberia, Luxemburg, Mexico, Persia, Peru, Portugal, Roumania, Salvador, Servia, Siam, Spain, Switzerland, Tunis, The Argentine Republic, The Dominican Republic, The Republic of Honduras, United States, to which places 12 oz. (350 grammes) is the limit, and must not exceed these dimensions: 12 inches by 8 inches by 4 inches.

Countries of the Postal Union.

The Union may be taken to comprise all civilised countries.

Postage to the United Kingdom.

Letters,	10 cents per ½ oz.
Post Cards,	4 cents each.
Registration,	10 cents.
Books, Patterns and Comm. Papers,	2 cents per 2 oz.

Postage to Union Countries.
General Rates, by any route:—

Letters,	10 cents per ½ oz.
Post Cards,	4 cents each.
Reply Post Cards,	8 cents each.
Registration,	10 cents.
Newspapers,	2 cents per 2 oz.
Books, Patterns and Comm. Papers,	2 cents per 2 oz.

There is no charge on redirected correspondence within the Postal Union.

LOCAL POSTAGE.

The General Local Rates for Hongkong, China and Treaty Ports (Canton excepted) are:—
Letters per ½ oz., 5 cents (c).
Post Cards, each, 1 cent.
Reply Post Cards, 2 cents each.
Books and Patterns, per 2 oz., 2 cents.
Newspapers and Prices Current, 2 each per 2 oz.
Registration, 3 cents.

(c) Between Hongkong, Canton, and Macao 2 cents.

Local Delivery.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day. In Town (Ship Street to Bonham Strand West, up to level of Robinson Road) at 8 a.m. 10 a.m., noon, 2 p.m. 4 p.m. 6 p.m. In the Suburbs, 9 a.m., noon, 5 p.m., unless the delivery should be retarded by the Contract Mails.

2. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, Cards, &c., *all of the same weight*, to addresses in Hongkong, or the Ports of China, may deliver them to the Post Office unstamped the postage being then charged to the sender's account. Each batch must consist of at least ten.

3. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns, may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes or Jewellery and, where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters.

It is forbidden to insert in ordinary or Registered Correspondence (a) Current Coin (b) Articles liable to Customs Duty.

Parcel Post to the United Kingdom.

Parcels not exceeding 11 lbs. in weight are received in Hongkong and at British Post Offices in China, for transmission to the United Kingdom by P. & O. Packet *viâ Gibraltar*. No parcel is sent with the Overland Mail viâ Brindisi. Parcels therefore arrive in London about eight days later than the Mail. Parcels may be sealed, but any parcel, even though sealed, is liable to be opened for examination.

Parcels must be posted in Hongkong before 3 p.m. on the day before the departure of the Mail. Those arriving from the Coast, &c., after this hour are kept for the following P. & O. Mail.

The Postage is 40 cents per lb., and 25 cents each succeeding lb or fraction of a lb. which includes Registration fee, and must be prepaid in stamps. No further charge is made in the United Kingdom except for Customs dues. No parcel must be more than 3 feet 6 inches in length, or 6 feet in greatest length and girth combined. A receipt is given for each Parcel.

The sender must fill up a form of Customs Declaration, which can be obtained free at each Post Office. No parcel can be accepted till this is completely and accurately filled. The only articles ordinarily sent from China which are liable to duty are Tea and Tobacco.

Dangerous or perishable goods, articles likely to injure the Mails, Liquids (unless securely packed) or parcels easily crushed, such as band-boxes, are prohibited. No Parcel can be received if its value exceeds $500. A Parcel may contain a letter to the same address as that of the Parcel itself, or another Parcel to the same address. No other enclosures are allowed.

With regard to inward Parcels, addressees are requested to observe that the Parcel Mail is not opened until the ordinary distribution of letters, &c., is finished. The postage on Parcels at home is 10d. per lb., the Regulations are generally similar to the above, and the Parcels are sent out *viâ Gibraltar*.

Indemnity for the Loss of a Registered Article.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but it is prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of $10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration required.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, and within a year at the most from the date of Posting.

4. That the Postmaster General is satisfied that the loss occurred whilst the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to fragile articles such as portraits, watches, handsomely bound books, &c., which reach their destination, although in a broken or deteriorated condition. Nor on account of alleged losses of the *Contents* of Registered covers which have reached their destinations. Nor on account of any article for which the addressee has signed a receipt.

Missent or Delayed Correspondence.

When correspondence has been missent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to* ——, or *Received at 7 p.m.*, or as the case may be, and forward it, without any other writing whatever, to the Postmaster General. This action should be taken the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

1. Circulars, Dividend Warrants, Invitations, Cards, Patterns, Bills, Almanacs, &c., for addresses in Hongkong or the Ports of China, in batches of not less than ten of uniform size and weight may be sent to the Post Office unstamped, the postage, at the rate of one cent each, being paid in cash or charged to the sender's account. Special accounts may be opened with non box-holders for the delivery of considerable numbers of such articles.

2. Such covers, when addressed to places other than Hongkong or China, must be prepaid two cents each in stamps as heretofore.

3. Circulars, &c., must not exceed ounces each in weight. Patterns, Almanacs &c., must be under 4 ounces each in weight. Heavier articles will be charged ordinary rates.

4. Envelopes containing Patterns, &c. may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed circulars may be enclosed in pattern packets.

5. Addresses must be complete. That is to say, on such covers as are not addressed to heads of houses the addressee's residence or place of business must be added. Incompletely addressed covers will be returned to the sender for address.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. & O. Co.'s Office.
5. From P. & O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage	Captain.	Flag and Rig.	Tons nett.	Date of Arrival.	Consignees or Agents.	Destination	Remarks.
Steamers.								
Afridi	5 c	Golding	Brit. str.	2354	April 16	Dodwell, Carlill & Co.	Shanghai, &c.	April 19.
Amigo	3 c	Bondixen	Ger. str.	622	April 16	Jebsen & Co.		
Ariel	3 c	Rafen	Norw. str.	995	April 17	C. E. & M. Co.		
Arvid	2 k	Fe. Eligers	Norw. str.	976	April 17	Order		
Bilbao		Maddriego	Span. str.	328	Feb. 16	Brandao & Co.		K'loon Dock
Chuysang	3 c	Bowker	Brit. str.	1194	April 17	Jardine, Matheson & Co.	Swatow & Shanghai	April 19.
Chwashan	3 c	Ferguson	Brit. str.	1289	April 16	Bradley & Co.		
Coptic		Scalby	Brit. str.	2744	Mar. 6	O. & O. S. S. Co.		Coal'gn Dock
Doon	5 c	Hamilton	Brit. str.	958	April 16	Jardine, Matheson & Co.		
Ducima	4 c	Lassen	Ger. str.	965	April 16	Siemssen & Co.		
Doric	5 c	Smith	Brit. str.	2946	April 8	O. & O. S. S. Co.	San Francisco	April 19.
Ephraimstone	5 c	Nasbet	Brit. str.	1143	April 14	Arnhold, Karberg & Co.		
Formosa	5 c	Hodgins	Brit. str.	974	April 17	Douglas Steamship Co.		
Glenartney	5 k	Frakes	Brit. str.	1940	April 18	Jardine, Matheson & Co.		
Glenshiel	5 c	Jones	Brit. str.	2204	April 16	Jardine, Matheson & Co.		
Haitan	5 h	B. hurst	Brit. str.	1183	April 10	Douglas Steamship Co.	Coast Ports	April 19.
Hanoi	3 c	Menard	French str.	742	April 13	A. R. Marty	Haiphong	April 19.
Hansa	3 c	Martz	Ger. str.	1202	April 17	Carlowitz & Co.		
Holstein		Ipland	Ger. str.	987	April 6	Jebsen & Co.		
Hongkong	5 h	Bastian	Fch. str.	759	April 17	A. R. Marty		
Hong Leong	3 c	Fripp	Brit. str.	1171	April 17	Chinese		
Human	5 c	Frazier	Brit. str.	1168	April 18	Butterfield & Swire		
Hupeh	9 c	Quail	Brit. scr.	1894	April 13	Butterfield & Swire	Yokohama	April 19.
Isidoro Pons	3 c	Roses	Span. str.	625	April 14	Order		
Jason	5 c	Lycett	Brit. str.	1336	April 15	Butterfield & Swire		
Kweiyang	3 c	Outerbridge	Brit. str.	1062	April 16	Butterfield & Swire		
Lotimbro	9 k	Balsito	Italian str.	1401	April 16	Carlowitz & Co.	Singapore & Bombay	April 20.
Loo Sok	2 c	Jackson	Brit. str.	1020	April 15	Yuen Fat Hong		
Miike Maru	5 c	Kawamuro	Japan. str.	2013	April 17	Nippon Yusen Kaisha	Singapore & Bombay	April 19.
Mongkut	3 c	McLellan	Brit. str.	859	April 17	Butterfield & Swire		
Nanshan	5 c	Stovell	Brit. str.	1344	April 4	Bradley & Co.		
Onsang	8 c	Young	Brit. str.	1776	April 12	Jardine, Matheson & Co.	Samasang & S'haya	April 20.
Oslo	5 c	Pedersen	Norw. str.	778	April 12	Sander, Wieler & Co.	Bangkok	April 19
Phra Nang	3 c	Watton	Brit. str.	1021	April 12	Yuen Fat Hong	Bangkok	April 19.
Sabine Rickmers	5 c	Sanders	Ger. str.	598	April 8	Arnhold, Karberg & Co.		
Singapore	3 c	Main	Brit. str.	748	April 15	Chinese		
Sishan	3 c	Jenkins	Brit. str.	845	April 18	Bradley & Co.		
Sungkiang	5 c	Rendle	Brit. str.	994	April 16	Butterfield & Swire		
Tacoma	5 c	Dixon	Brit. str.	1661	April 16	Dodwell, Carlill & Co.	Tacoma, &c.	April 19.
Tamarind	3 c	Dannevig	Norw. str.	739	April 14	Sander, Wieler & Co.		
Tamsui Maru	3 c	Nagata	Japan. str.	1037	April 15	Mitsui Bussan Kaisha	Kobe	April 21.
Tritos	3 c	Dinse	Ger str.	1033	April 16	Siemssen & Co.		
Triumph	3 c	Rieke	Ger. str.	675	April 16	Jebsen & Co.		
Ulysses	5 c	Brown	Brit. str.	2283	April 16	Butterfield & Swire	Shanghai	April 19.
Wong-koi	5 c	Stonham	Brit. str.	1115	April 14	Yuen Fat Hong		
Zafiro	5 c		Brit. str.	675	April 9	Shewan, Tomes & Co.		
Zweena	3 c	Nesbitt	Brit. str.	941	April 12	Meyer & Co.		
Sailing Vessels.								
John Bilgeley		W. F. Joslin	Amer. sch.	445	Mar. 20	Order		
Imberhorn	2 k	Lever	Brit. sh.	1997	April 7	Shewan, Tomes & Co.		
Tam O'Shanter	2 k	Ballard	Amer. sh.	1432	April 14	Standard Oil Co.		
Tolna	3 c	Festitices	Amr. sch.	78	Mar. 8			
Westbury	2 k	Tackow	Russ. bqe.	471	April 3	Gilman & Co.		

Money Orders.

[Office Hours (Sundays and holidays excepted) 10 to 4, Saturdays 10 to 1, but the office is open from 10 to 6 on the working day next before any mail for Europe, which leaves at noon.]

[Money orders cannot be issued or cashed on mail mornings, when closing mails for Europe, until noon.]

1.—Money Orders are issued at Hongkong and Shanghai at current rates of exchange on the following Countries and places:—
Canada.
China Ports (Hoihow, Canton, Swatow, Amoy, Foochow, Ningpo, Hankow, and Shanghai).
Ceylon.
Hawaii (Sandwich Islands).
British India (including Burmah and the Agencies of the Indian Post Office in the Persian Gulf).
Japan Ports (Nagasaki, Osaka, Hiogo, Kobe, Kioto, Yokohama and Hakodate).
New South Wales.
New Zealand.
British North Borneo.
Queensland.
Siam (Bangkok only).
South Australia.
Straits Settlements (Singapore, Penang and Malacca).
Tasmania.
United Kingdom.
Victoria.
United States of America.

DRAWN THROUGH LONDON OF FICE.

Foreign Countries:—
Austria-Hungary.
Belgium.
Bulgaria.
Chili.
Denmark (including Iceland and Faroe Islands).
Danish West Indies.
Egypt.
France, with Algeria.
German Empire (including Heligoland and the Cameroons).
Holland.
Italy (with Agencies at Tripoli, Assab and Massowah).
Norway.
Orange Free States.
Portugal (including Madeira and the Azores).
Roumania.
Sweden.
Switzerland.
Transvaal.
Tunis.

Foreign Cities and Towns:—

Constantinople.	Salonica.
Smyrna.	Panama.
Adrianople.	Tangier.
Bagdad.	

British Colonies:—

Cyprus.	WEST INDIES.
Falkland Islands.	Antigua.
Gibraltar.	Bahamas.
Malta.	Barbadoes.
Newfoundland.	Bermuda.
AFRICA.	British Guiana.
British Bechuanaland.	British Honduras.
Cape Colony.	Dominica.
Gambia.	Grenada.
Gold Coast Colony.	Jamaica.
Lagos.	Montserrat.
Mauritius.	Nevis.
Natal.	St. Kitts.
St. Helena.	St. Lucia.
Seychelles.	St. Vincent.
Sierra Leone.	Tobago.
Mombasa.	Trinidad.
Lamu.	Turks' Islands.

2.—Orders on the Countries drawn through the London Post Office are paid less the following discount for which the remitter should allow. All such Orders must be expressed in British currency:—

For sums not exceeding $2,	6d.
" Exceeding $2 but not ex'ding £ 5	6d.
" " £5 " " £ 7	9d.
" " £7 " " £10	1s. 0d.

3.—The commission charged is as follows (according to the currency the Order is drawn in):—

(a.) For sums not exceeding:—$1, 12 cts. $2, 24 cts.; $3, 36 cts.; $4, 48 cts.; $5, 60 cts.; $6, 72 cts.; $7, 84 cts.; $8, 96 cts.; $9 $1.08; $10, $1.20.

(b.) Up to $10, or 20 rupees, 30 cts.; $15 or 30 rupees, 60 cts.; $25, or 70 rupees, 90 cts.; $40, or 100 rupees, 60 cts.; 150 rupees, $1.00.

4.—No Order must exceed $10 or $50 (according as India, when 150 Rupees is the limit.

SHARE LIST.—QUOTATIONS.—APRIL 18, 1898.

Stocks.	No. of Shares.	Value.	Paid-up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	$ 125	all	183 ½ prem. = $361.25
Bank of China & Japan, Limited preference shares	39,950	£ 5	£ 5	nom.
" " ordinary "	199,750	£ 5	£ 5	nom.
" " deferred "	1,250	£ 10	£ 2	£5.5, buyers
National Bank of China, Limited...	...	£ 10	£ 2	£19
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.....	10,000	$ 250	$ 50	$137
China Traders' Insurance Co., Ld...	24,000	$ 83.33	$ 25	$63, buyers
North-China Insurance Co., Ld.....	5,000	£ 100	£ 25	£12s. 198
Straits Insurance Co., Ld.....	30,000	$ 100	$ 25	$13, sellers
Union Insurance Society, Ld.....	10,000	$ 250	$ 50	$220, sellers
Yangtsze Insurance Association, Ld.	8,000	$ 100	$ 60	$140, sellers
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	40,000	$ 100	$ 20	$88, sellers
Hongkong Fire Insurance Co., Ld...	8,000	$ 250	$ 50	$332½, sellers
DOCKS.				
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	255 % prm. = $443.75
STEAMBOATS.				
China and Manila S. S. Co., Ld.	5,000	$ 50	all	$81
Douglas Steamship Co., Limited.....	40,000	$ 50	all	$58
H.K. C. and M. Steamboat Co., Ld.	30,000	$ 15	$ 1	$27½
Indo-China S. N. Company, Limited	60,000	$ 10	all	$63
China Mutual S. N. Co.	30,000	$ 10	$ 1	£7.10, buyers
			£ 1	£6.5, buyers
Do. (new issue).	30,000	$ 10	$ 1	£2.12.6, buyers
REFINERIES.				
China Sugar Company, Limited.....	20,000	$ 10	all	$187½
Luzon Sugar Company, Limited. ...	7,000	$ 100	all	$31, ex div., sellers
WHARVES.				
H.K. & Kow. Wharf & Godown Co.	20,000	$ 50	all	$87, sellers
Wanchai Warehouse and Storage Company, Limited.	2,600	$ 100	$ 27	$41, buyers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited.....	50,000	$ 10	$ 5	$73
Kowloon Land and Building Company, ...	5,000	$ 5	$ 3	$17
Humphreys' Estate & Finance Co...	25,400	$ 10	all	$8.85, buyers
West Point Building Co., Limited..	12,500	$ 50	$ 41	$20, sellers
TRAMWAYS.				
H.K. High-Level Tramways Co., Ld.	1,250	$ 100	all	$105, ex div.
MINING.				
Jelebu Mining & Trading Co., Ld....	40,000	$ 5	all	$1¼
New Punjom Mining Co., Ld.....	50,000	$ 4	all	$5
" " Preference shares.....	30,000	$ 1	all	$1.70
Great Eastern and Caledonian Gold Mining Co. Ld.....	18,000	$ 5	$ 5	$5, sellers
	32,000	$ 5	$ 2½	$2½, buyers
Société Française des Charbonnages du Tonkin.	12,000	Fcs. 500	all	$140, sellers
New Balmoral Gold M'ng Co., Ld..	30,000	$ 1	all	$1.20, sellers
" " Preference shares....	75,000	$ 1		$1.40, sellers
Raub Aust. Gold Mining Co., Ld....	200,000	£ 1	13/10	$29, sellers
Olivers Freehold Mines, Ltd.....	A 15,000	$ 5	$ 5	$18
	B 20,000	$ 5	$ 2½	$6, sellers
	25,000	$ 5	$ 5	—
PLANTING, ETC.				
China-Borneo Company, Ld.	7,500	$ 100	$ 80	nom.
H. G. Brown & Co., Limited. in liq.	6,000	$ 50	all	$5, buyers
HOTELS, ETC.				
Hongkong Hotel Company, Lt.....	12,000	$ 50	all	$54, sellers
DISPENSARIES.				
A. S. Watson & Co., Limited.....	60,000	$ 10	all	$12, sellers
LIGHTING.				
H.K. and China Gas Co., Limited...	7,000	£ 10	all	$121
Hongkong Electric Co., Limited. ...	30,000	$ 10	$ 1	$9.50
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	30,000	$ 10	$ 1	$28
				$12½
MISCELLANEOUS.				
Bell's Asbestos Eastern Agency, Ld.	10,000	£ 1	£ 15/	$5
Campbell, Moore & Co., Limited....	1,200	$ 10	all	$84, buyers
Geo. Fenwick & Co., Limited.	6,000	$ 10	$ 2	$50
Hongkong Bakery Company, Ld. ...	600	$ 5	all	$33
Hongkong Dairy Farm Co.	10,000	$ 10	$ 6	$51, buyers
Hongkong Ice Company, Limited...	5,000	$ 25	all	$107, sellers
H'kong Rope Manufactory Co., Ld.	5,000	$ 5	all	$134, ex div.
Hongkong Cotton Spinning Co., Ld.	1,400,000	$ 100	$ 4	$28, sellers
Hve Cotton Spinning and Weaving Co., Ld., ...	10,000	Tls. 10	Tls 10	Tls. 100, sellers
International Cotton Manufacturing Co., Ld., ...	10,000	Tls. 10	Tls 10	Tls 110, buyers
Lacu-Kung-Mow Cotton Spinning and Weaving Co., Ld.	8,000	Tls. 10	Tls 10	Tls. 103
Carmichael & Co., Ld.	2,000	$ 2	$ 2	$3
Soy Chee Cotton Spinning Co., Ld..	2,000	Tls. 50	Tls 50	Tls. 510

* Founder's shares

LOANS.	Amount.	Value.	Interest.	Quotation.
Interest Expense 1868	£ls. 147,800	Tls. 400	2 ½ p. annum	10 ½ prem.

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